

# A History of the Post Office in the Havant Area

(Havant, Emsworth, Westbourne, Hayling Island,  
Bedhampton, Rowlands Castle)



The 1936 Havant Post Office with its Edward VIII Cipher. *Robert Walker.*

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Compiled by Ralph Cousins

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# A History of the Post Office in Havant

Robert Walker

## Introduction

This article is based on a talk given to the Havant Local History Group, a sub-group of the Friends of Havant Museum, in November 2013. The topic was chosen primarily because it lent itself to some then-and-now photographs, and was felt by the writer to be intrinsically of interest. It turned out to be highly topical, too, given the privatisation of the Royal Mail in Autumn 2013. In compiling this article, and the talk from which it derived, the writer was dependent on two principal sources: for the general history of the Post Office, *Getting the message across: The Story of the British Post Office*, by Christopher Browne (Alan Sutton, 1993); and for Havant-related information, *The Making of Havant No 1* (Havant Local History Group).

## Foundation and development of the Royal Mail

The founder of the Royal Mail was none other than Henry VIII. In 1512, three years after his ascension to the throne, Henry appointed Sir Brian Tuke, who was already chief treasurer and clerk of the signet, to be Master of the Posts. This title was amended in 1517 to Governor of the King's Posts. Sir Brian was in charge of a team of 20 horsemen, who were the official royal couriers. He instituted a series of post-houses – effectively inns and taverns at intervals of 30 miles – which acted as change-over points for the couriers. Therefore the innkeepers became the first local postmasters, collecting and logging the post and providing refreshment and horses to the couriers.

Sir Brian told the King that: *Many time happen two despatches in a day ... and sometime more*, but the truth was less comforting. The road network in medieval England was poor, meaning that the couriers were often dirty and dishevelled, and their horses lame, long before journey's end. The couriers were reliant on local guides in the more remote parts of the Kingdom, and were always subject to attack and theft. Some areas did not receive a visit from the Royal couriers for several months, so perhaps it is not surprising

that senders of urgent letters took to writing on the outside: *Haste, post haste*.

The other drawback of this rudimentary postal system was that it was limited to a very small proportion of the population. The only people allowed to send letters were the King himself, his courtiers and noblemen. Merchants had to get special dispensation from the King to use the service. Where the state does not provide, individuals will find their own solutions, so inevitably a number of private couriers sprang up. When Henry discovered this he opened up the Royal Mail to the public, enabling anyone to use the official local post-houses for the sending and receiving of mail. This expansion of the Royal Mail continued throughout the Tudor period, so that by the end of Elizabeth I's reign, in 1603, there were 100 staff in the service.

## The Seventeenth Century

Elizabeth's successor, James I, was the first to pass an Act banning private couriers, thus establishing the Royal Mail as a monopoly. James' son, Charles I, took an even closer interest in postal matters. First, in 1632, he appointed two Masters of the Post, Thomas Witherings and William Frizzell. Their remit was:

*To meete with the dangerous and secret intelligence of ill-affected persons, both at home and abroad, by the over great liberty taken both in writing and riding to poste, especially in and through our county of Kent. [i.e. To deal with the private couriers once and for all.]*

In 1635 Charles I passed an Act of Parliament in order to overcome the problem of private couriers, which officially opened up the royal post to all members of the British public. While this was formalising the existing arrangement, it was nevertheless a seminal moment in the development of the service, as for the first time it was to be called the Post Office (capital P, capital O). The system of local distribution was also regularised, and the duties of the postmasters clarified in which they were to have:

*Sufficient horses and messengers always in readinesse to go forth with the pacquets without aine delay and to deliver them from stage to stage within*

*the compasse of an hour and a half for everie stage. [Good to see some early performance targets being built into the service!]*

Postage rates were also set for the first time. A single sheet travelling up to 80 miles (129km) cost 2d. (1p); from 80 to 140 miles (129 to 225km) 4d. (1p); 140 miles (225km) plus 6d. (2½p). Letters to Scotland were 8d. (3p), and Ireland 9d. (4p), with all postage being paid by the recipient.

It is at this juncture that Havant first enters the scene. According to an article in Volume No 1 of *The Making of Havant*:

*Havant was listed in 1637 in John Taylor's "Carriers' Cosmography", as a place you could send mail or collect letters and goods. Havant had deliveries from The Queens Head, Southwark, on Wednesdays and Thursdays.*

The new post office proved a great success and by 1640 Charles was able to pronounce that: *Any man may with safety and securitie send letters to any part of this Kingdom and receive an answer within five days.*

Of course, Charles soon had more pressing things to worry about than the effectiveness of the postal system; but in this respect at least he need not have worried, as Oliver Cromwell was to prove as interested in the Post Office as Charles had been. In a manner which would have pleased the current Roundheads occupying Westminster, Cromwell's first move in 1653 was to franchise out the Post Office, for an annual rental of £10,000. John Manley was the first franchisee. Then, Cromwell introduced free postage for MPs and their wealthy friends – all they had to do was sign the back of the letter for it to go post-free. Then, in addition to the franchise fee, Cromwell also passed a law stipulating that a share of the Post Office's profits be given to the head of state, i.e. himself. Finally, in 1657 Cromwell passed the Post Office Act. The main post-house in London, in Bishopsgate, was called the General Post Office (GPO), and John Thurloe, Cromwell's secretary of state, became Postmaster-General.

After the Restoration in 1660 Charles II passed a Post Office Charter. He retained some of Cromwell's reforms – specifically the GPO, the franchise, the post of Postmaster-General, and free postage for him and his friends – but replaced Thurloe with his own man as Postmaster-General, Colonel Henry

Bishop, with an increased franchise of £21,500 per year. One of Bishop's innovations was the first postmark: the postmaster originally receiving a letter to be sent had to record on the letter in the top right-hand corner the date and place of postage, thus encouraging the speedy delivery of the letter. Under Bishop, the Post Office became a successful business – only slightly hampered when the Bishopsgate GPO was destroyed by the Great Fire of London in 1666.

It was also during Charles II's reign that two more significant changes occurred. The first was the establishment of the first postcodes: in London, with a population of half a million, it had become increasingly difficult to send local post, so the conurbation was divided into ten districts, each with its own designated letter (e.g. W for Wandsworth). The second change was the introduction of a localised 'Penny Post'. Local letters were to be pre-paid, with the sender handing over a penny ( $\frac{1}{2}p$ ) to the postmaster along with the letter. With these two changes, the volume of local letters in London soared, with over a million delivered in 1680. The penny post system spread to other major cities too, such as Edinburgh, Manchester, Bristol and Birmingham – for local post only, of course.

## The Eighteenth Century

The dominant figure in the development of the Post Office in the Eighteenth Century was Ralph Allen. Allen became postmaster for Bath in 1712 at the tender age of 19, and by 1720 he had become the franchisee for the national network – a franchise that he was to hold for 41 years. Allen began by looking at ways of maximising efficiency and profit, so appointed three surveyors, whose job it was to scrutinise the work of the postmasters who processed the mail and the post-boys who carried it locally. Theft remained a big problem, and anyone found guilty of stealing a money-letter was hanged. Allen also appointed supervisors to oversee the quality of the service at the major post-houses. In addition, Allen greatly improved the postal network, increasing the number of main routes from about 100 to over 400, in particular determining that not all post had to pass through London, as had previously been the case. By the time of his retirement in 1761, the Post Office was making a profit of £31,000, of which his own income was £12,000.

It is just after Allen's time that we have our first details regarding Havant. We again learn from Volume 1 of *The Making of Havant* that:

*The first recorded postmaster for Havant in 1768 was Joseph Bingham Mant and by 1776 his salary was £75 6s. 8d. (£75.33p) The royal mail coach system started in 1784 and mail was delivered to Portsmouth, and delivered to Havant by cross-post on its way to Chichester. This was not suitable to Lord Keith of Purbrook House who did not get his mail until late in the day. At his suggestion mail bags were dropped off at Horndean Post Office (established 1797), then dispatched by horseman to Purbrook, then on to Havant with its post. He offered to pay two guineas (£2.10) per annum for this service.*

This is jumping ahead a little as far as the national picture is concerned. The next reformer was one John Palmer, a theatre manager from Ralph Allen's home town of Bath. Palmer was concerned about the speed and security of the postal system, especially in more rural areas. He proposed that, instead of the system of heavy stage-wagons then in use, the Post Office should adopt a system of lightweight mail-coaches. Although the Post Office authorities were not in favour Palmer managed to persuade the Prime Minister, Sir William Pitt, that it was a good idea and trials were undertaken between Bristol and London in 1784. These were a great success and soon a fleet of new mail-coaches were in place, each accompanied by the fully-liveried guard equipped with blunderbuss, pistol, two cutlasses and a bugle. The fastest coach, which operated between London and Devonport, was known as Quicksilver.

## The Nineteenth Century

The first part of the 19th century was one of huge upheaval in British society and working conditions, but little change in the postal system, to start with at least. Here is what was happening in Havant:

By 1802 the Havant Postmaster was James Linney, a cordwainer and salesman by trade, and by 1808 James Pollington was postmaster. Horse delivery from Horndean to Havant was replaced by foot messenger at 12s. (60p) per week, saving £6 1s. 0d. (£6.05) per week! By 1820 we find Henry

Skelton running the post office and a printing business. (He printed *The Hundred of Bosmere* by Walter Butler in 1817.)

During the next few years the cross-post from Horndean was stopped and replaced by one from Cosham. The next postmaster was Arter Frederick Randall, schoolmaster and toy dealer, who ran the service from 1827 until 1846. It is during his service that we can pinpoint the first post office in Havant; it was on the north side of West Street on the right of the picture at the corner of the alleyway that led to the blacksmiths. It is possible it was on this site from at least 1784.



West Street in 1877.

Mr Randall made himself very unpopular by continually asking for a rise in salary. In 1840 he was successful and it was raised from £45 to £50 a year. A few years later he was reported several times for irregularities and was dismissed in 1846.

Meanwhile, in the wider world of postal history, great things had been afoot by 1846. The main catalyst for change was a man called Rowland (later Sir Rowland) Hill, a name that may still be familiar today. Hill had an eclectic background: his father, Thomas Hill, had been by turns a butcher's assistant, poncho maker, brass foundry manager and finally head teacher of a school at



which Rowland was pupil then schoolmaster. Hill junior then designed and built a school of his own and equipped it with a library, gymnasium, laboratory, museum, craft room, stage, refectory, observatory, swimming pool and even air duct central heating. This school, called Hazelwood and based in Edgbaston in Birmingham, was a great success, and soon Hill and his brothers opened another in London.

However, Hill's restless energy could not be contained by education and he came up with a number of inventions of varying degrees of success, and helped to form the *Society for the Diffusion of Useful Knowledge*. In the 1830s, Hill became interested in the development of the colonies as a means of relieving poverty and decreasing crime and he was employed as secretary to the South Australian Commission from 1833 to 1839.

It was a combination of inventing expertise and the drive for social reform which led Hill into the world of postal reform. As early as 1826 he had proposed a system for sorting and date-stamping letters on mail-coaches, an idea that became reality in 1838 when travelling post offices on trains were introduced. But what really exercised Hill's concerns was the cost of post. In 1835, while the pre-paid penny post was in place within major cities, the cost of sending a one-sheet letter under 15 miles was 4d. (1½p), up to 300 miles 1s. (5p), plus another 1d. (½p) for every extra 100 miles travelled. Two-sheet and three-sheet letters cost double and triple respectively. No wonder correspondents used to write at right angles on the same sheet of paper in order to reduce the number of sheets used! – and no wonder that the postman's knock could induce dread in poorer households!

In 1835, a Government Inquiry had recommended cheaper postage and a streamlined delivery system, but this had been kicked into the long grass by the Post Office hierarchy; in 1837, Rowland Hill published his report entitled *Post Office Reform: Its Importance and Practicability*. At the heart of this report was the notion of a pre-paid Penny Post for the whole country. Hill also proposed another radical idea:

*A bit of paper ... covered at the back with a glutinous wash, which the bringer might, by the application of a little moisture, attach to the back of the letter.*

– in other words, a stamp!



Sir Rowland Hill

*There is a well-known story, probably apocryphal, about how Hill gained an interest in reforming the postal system; he apparently noticed a young woman too poor to redeem a letter sent to her by her fiancé. At that time, letters were normally paid for by the recipient, not the sender. The recipient could simply refuse delivery. Frauds were commonplace; for example, coded information could appear on the cover of the letter; the recipient would examine the cover to gain the information, and then refuse delivery to avoid payment. Each individual letter had to be logged. In addition, postal rates were complex, depending on the distance and the number of sheets in the letter.*

Lord Lichfield, the Postmaster-General, tried to ignore Hill's report, so Hill presented it to Parliament, supported by a petition signed by over 250,000 signatories, including the Lord Mayor of London. The Government responded by setting up a Select Committee to review the postal service, at which the Post Office Secretary, Colonel William Maberley, stated that Hill's ideas were:

*Fallacious, preposterous, utterly unsupported by facts and resting entirely on assumptions, and that: It would take the Post Office 50 years to recover from such loss-making lunacy.* Lord Lichfield helpfully added: *Of all the wild and visionary schemes I have heard of, this is the most extraordinary.*

Politics came to Hill's rescue. With an eye on the forthcoming general election, and under pressure from what we would call business interests and the press, the Whig Government passed the Penny Postage Act in 1839. From 10 January 1840, the penny rate was introduced for all British letters under half an ounce and all post was to be pre-paid. [A penny postal rate for soldiers and sailors had been introduced on 6 May 1795]. How the letters were to be prepaid was the next conundrum; and Hill introduced two solutions, from 6 May 1840. One was the stamp, the famous penny black, designed by William Wyon of the Royal Mint. In fact, the penny black lasted less than a year, before being replaced in 1841 by the penny red. The problem with the penny black was that the red cancellation mark was hard to see, and easy to remove; the black cancellation mark on the penny red was easier to see and much harder to remove. The penny red remained in use until 1879.

The other, rather less well-known method of pre-paid postage was a pre-paid envelope, designed by William Mulready, showing a picture of Britannia surrounded by her colonies. This was greeted with such distaste by the general public and such glee by the cartoonists that it was hastily withdrawn in 1841. Nevertheless, such was the success of the pre-paid penny post that postal volumes doubled in 1840 to 140 million items, rising to 208 million in 1841.

Therefore Hill had achieved his reform. He had revolutionised the postal system, making it accessible to nearly all, and had increased the volume of letters exponentially. Colonel Maberley had been right about one thing, though: the increase in volume and decrease in cost had severely reduced

Post Office income; and while Maberley's '50 years' proved pessimistic, it took thirty years for Post Office profits to recover to their 1839 level. In the meantime, Rowland Hill was only on a short-term contract with the Post Office, and in 1843 that contract was terminated by the Tory Prime Minister, Robert Peel.

This proved but a temporary blip in Rowland Hill's career at the Post Office. After a brief spell reviving the fortunes of the London and Brighton Railway Company, in 1846 the newly-elected Whig Government offered Hill a permanent position, as Secretary to the Postmaster-General, which he accepted. New innovations included the introduction of a Book Post, to facilitate the return of library books, and Sunday sorting in London to ensure the speedy onward delivery of mail to the Shires. In May 1849, Hill published the following public notice, headed 'Rapid Delivery of Letters':

*The Postmaster-General is desirous of calling attention to the greater rapidity of delivery which would obviously be consequent on the general adoption of street-door letter boxes, or slits, in private dwelling houses, and indeed wherever the postman is at present kept waiting.*

*He hopes that householders will not object to the means by which, at a very moderate expense, they may secure so desirable an advantage to themselves, to their neighbours, and to the public service.*

One other innovation of this period originated from a less likely source. Anthony Trollope, best known today as the writer of the *Barchester Chronicles* and many other novels, was employed by the Post Office from 1834 to 1867, in posts of increasing seniority; it helped that his brother-in-law, John Tilley, was Rowland Hill's second-in-command and eventual successor. The innovation widely attributed to Trollope was the introduction of the pillar box. Trollope had seen them in use overseas, most notably in Paris, and he persuaded Hill that they would be a good idea in England too. Consequently the first pillar boxes were erected in London in 1855.

Rowland Hill became Post Office Secretary in 1854, and continued to expand and develop the Post Office in small ways and great. There were now twelve daily deliveries in London, though the efficiency of the system was such that 65 per cent of all mail in London was delivered before 9.00am. By 1859, more than 90 per cent of British letters were being delivered pre-paid,



By Command of the Postmaster General.

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## **NOTICE to the PUBLIC.**

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### ***Rapid Delivery of Letters.***

GENERAL POST OFFICE,  
Nov. 1863.

The Postmaster General is desirous of calling attention to the greater rapidity of delivery which would obviously be consequent on the general adoption of ***Street-door Letter Boxes, or Slits***, in private dwelling houses, and indeed wherever the Postman is at present kept waiting.

He hopes that householders will not object to the means by which, at a very moderate expense, they may secure so desirable an advantage to themselves, to their neighbours, and to the Public Service.

and most towns outside London had three deliveries a day. On the twentieth anniversary of the Penny Post in 1860, Rowland Hill was knighted. His last big change was the introduction of the Post Office Savings Bank, in 1861, which gave small investors somewhere to deposit their savings, at a time when the other savings banks were only interested in big investors. There was an initial ceiling of £30 savings per year, and £150 in total. The Whig prime minister William Gladstone said that the Post Office Savings Bank promoted “self-help and thrift among the working classes” – so was another example of Hill’s zeal for social reform. Sir Rowland Hill retired in 1864, and was awarded the Society of Arts Albert Gold Medal, an honorary doctorate from Oxford University, the Freedom of the City of London, a lump sum of £20,000 and his full salary as a pension for life – which, given that he lived for another 15 years until 1879, was an act of generosity almost worthy of the BBC.

Meanwhile, postal matters in Havant had not been standing still. In 1847 the next postmaster was Henry Green, bookseller, newsagent, master of the national school Brockhampton, and parish clerk. In the same year he opened a new post office at No 4 East Street. It was noted at the time, that 60 letters a day did not warrant a second delivery! It took five more years before one was introduced. Mail coach contractors were released from their contracts with the coming of the railway and postmasters were allowed 6d. (2½p) a day to cover costs of delivery from and to the station. In 1859 a directory shows William Tigwell as a letter carrier living in West Street with his wife Jane, a straw hat maker.

In 1860 a new postmaster was appointed. He was Henry Wood, tea dealer, wine and spirit merchant and parish clerk. Post for Hayling in 1863 was taken by horse omnibus and no tolls were paid at the Langstone bridge. In 1879 Henry Wood was presented with a purse containing £70 for his loyal 18-years-service. He was described as: *A pleasant looking genial man with an ecclesiastical look.*

There is an illustration taken from the Havant Almanack, dated 1892, in which the text reads:

*Mr H Wood. Our genial Postmaster has been at his arduous duties for thirty years, and there are few who have not remembrances of many acts of*

*painstaking kindness and his universal courtesy. The business of the Post Office has grown, and with it Mr Wood's popularity. A testimonial was lately got up in appreciation of his worth, and as the lists are not yet closed, possibly there are still some who would like to have their names added. Mr Hooper, at the Capital and Counties Bank, will be glad to receive subscriptions.*

*The New Post Office will be finished some-time this year, and let us hope that Mr Wood may long remain to fulfil his important position in his larger and more convenient premises.*



Henry Wood outside of the Post Office at No 4 East Street.



No 4 East Street in 2014.

More about the 1892 Post Office in a moment, but meanwhile, back on the national stage, developments continued apace under the stewardship of Sir John Tilley. The postcard, with a ½d. (½p) tariff, was introduced in 1870; the following year, 1.5 million postcards were being sent weekly in Britain. Tilley also lowered the rate of postage for letters weighing two ounces (67g) from 4d. (1½p) to 1½d. (½p), and telegrams were taken under the wing of the Post Office by the 1870 Telegraph Act. The next Postmaster-General was Henry Fawcett, whose innovations included the Parcel Post, weighing scales and cork stamps in post offices, and the postal order, to make the sending of money through the post easier and more secure. By 1900, a total of 1.5 billion letters and 67 million parcels were being sent each year – the Post Office had become a huge business.

And, as already noted, there was change afoot in Havant too. A new Post Office, described by contemporary sources as a ‘commodious building’, was built in 1892 by Mr Learmouth in West Street opposite St Faith's Church. It





The West Street post office with telephone exchange above. Circa 1915.



2014. The building occupied by the Chestnut Tree charity shop.

was open from 8am to 8pm on weekdays and 8am to 10am on Sundays! The Post Office Savings Bank was open from 9am to 6pm weekdays only. The cost of the Post Office was £706 5s. 0d, (£706.25) the gas lamp hanging outside cost £10 17s. 6d. (£10.87½) By 1903 there was a new postmaster, Henry Whittle. At this time there were three deliveries a day at 7am, 11am, and 6pm!

## The Twentieth Century

The first major change for the post office in the 20th century came in 1912, when the Government bought out the privately-owned National Telephone Company and gave the task of operating the public telephone network to the post office. This change is noted in following *The Making of Havant* article:

*When the telephone companies were taken over in 1912 the Post Office Telephone Exchange opened in the rooms above the post office. If you rang up when there was a wedding in progress, people could hardly be heard for the sound of the church bells ringing just outside the windows! It is also said that at night you could ring up the switchboard operator for advice or to know if Mrs ..... had had her baby yet!*

As usage of the postal and telephone services continued to expand, so the post office in Havant outgrew its West Street premises. The article continues:

*The Post Office continued in those premises until 1936 when a new Post Office was opened in East Street on the corner of Beechworth Road. This was the site of East End House once the residence of George Stallard, joint owner with his brother Albert, of the Homewell Parchment works. The two yew trees outside this Post Office are the originals which once stood outside East End House.*

*When the West Street premises were sold all the coal from the cellars was given away. As the word spread people came from everywhere, all pushing containers with wheels- prams, pushchairs, hand trucks and wooden boxes on wheels- to collect the free coal! The telephone exchange continued in the first floor of the old premises, until it moved in 1964, into a new purpose built exchange which was built in Elm Leigh Road.*

*Mr Holman was Postmaster at the opening of the new East Street Post Office.*

*This post office was one of only seven post office buildings in the country to display the cipher of Edward VIII.*

In 1939 [Mr Holman] was the last postmaster to run the office as a head post office. It then became a sub post office of Portsmouth. In the middle of the 1990s the post office building closed and the post office service became a franchise.



The East Street post office was opened on 3 December 1936. Edward VIII abdicated on 11 December.

It is not my intention to deal with the comparatively modern history of the post office in any detail, but I will note a few key dates and developments since WW2:

1968 – Two-class postal system introduced.

1969 – General Post Office changes from a government department to a nationalised industry.

1971 – Postal services in Great Britain were suspended for two months between January and March as the result of a national postal strike over a pay claim.

1974 – Postcodes extended over all of Great Britain and Northern Ireland.

1981 – Post Office Telecommunications services split out as British Telecom.

1986 – Separated businesses of delivering letters, delivering parcels and operating post offices.

1990 – Royal Mail Parcels re-branded as Parcelforce.

2001 – In 2001, Royal Mail decided to rebrand itself as Consignia. This new brand was designed to show that the company does more than just deliver mail. However, the rebranding was short lived and in the following year the new chairman, Alan Leighton, announced that the company would become Royal Mail Group plc. Royal Mail Group would focus on its key brands – Post Office, Royal Mail and Parcelforce

2004 – Reduction of deliveries to once daily.

2010 – Bicycles begin to be phased out due to health and safety issues, 130 years after they were first used

2011 – Postal Services Act enables the Government to privatise up to 90 per cent of Royal Mail, with 10 per cent being held by Royal Mail employees

2013 – The sale goes ahead ...

As of November 2013, the royal mail has essentially been privatised and is no longer in public ownership. In Havant, we have seen this for some time, with the post office itself being shifted from one franchise to another, first in the Meridian Centre, then in Martins the Newsagents in North Street. [In 2014 it moved again to 56 West Street, which is virtually in the back yard of where the first post office was in the early 1800s.] Havant has retained its



The first post office building was still there in the 1960s.



In July 2014 the post office moved to a new site which was virtually in the back yard of the site of first post office.

own sorting office in Beechworth Road, behind the 1936 post office building, which still carries the words Post Office above the cipher of Edward VIII. But one cannot help thinking that the history of the royal mail, from the first Master of the Posts under Henry VIII, through its formal establishment under Charles I and its great flowering under Sir Rowland Hill in the Victorian era, has reached a low ebb.

Nevertheless, as we have seen, the Post Office has always been keen to embrace innovation and change, and to adapt to new times and new technologies, so perhaps there are still glorious days to come.

Robert Walker, Havant Local History Group, 9 November 2013.



Fourth Avenue, early 1900s.

The Denvilles sub post office is shown on the left of the picture; the sub postmaster was Mr E Colbourne. It later transferred further up the road on the right hand side in to Mr Clayton's store. At some time Mr Clayton had a falling out with the Post Office and told them to come and take their equipment out immediately; otherwise he would put it out on the pavement.

# Mulready Stationery

From Wikipedia, the free encyclopedia



The one penny Mulready stationery issued in 1840, hand coloured

Mulready stationery describes the postal stationery letter-sheets and pre-gummed envelopes that were introduced as part of the British Post Office postal reforms of 1840. They went on sale on 1 May 1840, and were valid for use from 6 May. The Mulready name arises from the fact that William Mulready, a well-known artist of the time, was commissioned to illustrate the part of the precut sheets and envelopes which corresponded with the face area.

The design incorporated a munificent Britannia at the centre top with a shield and a reclining lion surrounded on either side by a representation of the continents of Asia and North America with people reading their mail in the two lower corners, bestowing the benefits of mail services to the countries of the world under British control. The Mulready illustration was printed such that it appeared on the face of the sheets when folded. The Mulready letter-sheets followed the traditional letter-sheet design and could be folded as normal while the envelopes were a diamond-shaped sheet

which, when the sides were folded about a central rectangular area, became an envelope when the overlapping edges were pasted.

The Mulready illustration was effectively a very elaborate frank indicating that postage had been pre-paid. In the same way that the first postage stamps were issued in two values (Penny Black and Two Penny Blue) both the letter-sheets and envelopes were issued in one penny and two penny values in the same black and blue colours as the same value postage stamps.<sup>1</sup>

Rowland Hill expected the Mulready stationery to be more popular than the postage stamps but the postage stamp prevailed. The design was so elaborate that it generated widespread ridicule and lampooning, and in addition was perceived in some areas as a covert government attempt to control the supply of envelopes, and hence control the flow of information carried by the postal service (which had become a government monopoly under the reforms). Many caricatures (or lampoons) were produced by stationery manufacturers whose livelihood was threatened by the new letter-sheet. Only six days after their introduction, on May 12, Hill wrote in his journal: *I fear we shall have to substitute some other stamp for that design by Mulready ... the public have shown their disregard and even distaste for beauty.*

Within two months a decision had been made to replace the Mulready designed stationery and essentially they were a folly. As a result of the uproar the stationery was withdrawn and a machine was designed and built to destroy the stocks. The Mulready stationery suffered an inglorious demise.

There was nothing to stop one from writing on the inside; consequently the Mulready wrapper was fundamentally akin to the present-day aerogram.

Pre-gummed envelopes as we know them today did not exist. The diamond-shaped sheet and the geometrically more complex short-arm cross-shaped sheet remain essentially the staple designs to this day. (As a point of interest: all mechanical printing devices from the Gutenberg press on are primarily designed to process flat rectangular sheets. Hence the illustration would have been printed using a press and then cut to a diamond shape. The number produced from any one sheet naturally depended on the size of the printing bed and to this day envelope printing and envelope manufacture have maintained a symbiotic relationship.)



# Postal History of Havant, Emsworth and District

Mike Hill

It was while I was preparing for a fastrak A Level examination in Social and Economic History that the Divisional Librarian, Geoffrey Salter gave me a copy of some extracts from Sir Francis Freeling's minutes concerning the Post Office at Havant. I was going to submit a thesis on the Longcroft's, the family firm of Solicitors and he thought it might be useful since Longcroft was a signatory to a request to alter the mode of conveyance of letters in 1822. Unfortunately he could not remember who compiled the original notes but whoever it may have been we are very much in his debt. (I have subsequently been informed that they may have been extracted from the records by the late Lt Cdr C A Sinfield RN when researching for the Post in Portsmouth).

1637

John Taylor's *The Carriers Cosmography or A Brief Relation of the Inns, Ordinaries, Hostelries and other lodgings in and near London where Carriers, Wagons, Foot-Posts and Higglers do usually come away from any parts, towns, shires and counties of the Kingdom whereby all sorts of people may find direction how to receive or send goods or letters unto such places as their occasion may require.*

Under Southampton (Hampshire)

HAVANT come Wed and Thurs. Queens Head, Southwark. PORTSMOUTH come Wed and Thu. Queens Head, Southwark.

Under Sussex

CHICHESTER come Wed and Thu. Queens Head, Southwark. 1653 Captain John Manly appointed to farm the posts. Posts to be settled Dover to Portsmouth.

1776

Joseph Bingham Mant was Postmaster of Havant at a salary of £75 6s. 8d.

1788

Vol IX of the Walsingham Papers. The salary of the Havant Postmaster is quoted as £13 to 5 July [probably a quarter's salary].

A comparison was made between the income under the new rates of postage and those for 1784 at the old rates and showed that the previous receipts of £69 17s. 10d. had become £84 17s. 5d. instead of £93 3s. 9d. which the same amount of correspondence would have produced – i.e. a loss of business. [I assume this was a comparison between the new rates introduced in 1784 compared with the rates introduced in 1765; See *England's Postal History* by R M Willcocks - Published 1975.]

1789

Vol IV The annual account for conveying mails by Mail Coaches in 1789 tells us that the Bristol to Chichester contract was held by William Weeks, the distance was 120 miles, and he received £308 17s. 4d. In the following year Weeks got £77 4s. 4d. for the quarter ending on 5th April 1790.

1793

The Bye and Cross Road Letter Office shows towns keeping vouchers with, and places that each corresponds with.

For Havant it is Portsmouth, Fareham, Chichester, Winchester, Midhurst and Salisbury. The Havant Deputy of Bye and Cross Roads received a salary of £6.

1797

Horndean was made a regular Post Office instead of being a sub-office of Petersfield. A Time-Bill for the Portsmouth to Chichester route showed that the mail left Portsmouth at 9am, arrived at Havant at 10.15am and at Chichester at 11.30am: the return mail left Chichester at 4pm, was at Havant at 5.15pm and Portsmouth at 6.30pm.

The contract between Portsmouth and Havant was held by one Bradley and that between Havant and Chichester by Kemp. (See Note 1 at the end)

1802

Linney Postmaster at Havant at £32 10s. 0d. plus £6 for Bye Letters (those not going via London). Pillington also 1802 but in 1812 rise to £55 10s. 0d.

1807

16th September – Freeling Minute – Some time since that pressing applications were made that Havant and Emsworth two places of much trade, might have an earlier receipt of their London letters.... at that time Mr Scott [the Surveyor] could not do it without too high an expense.

Since that time Lord Keith who has residence at Purbrook [now Purbrook Park School] has strongly applied for an arrangement to enable him to receive his letters earlier which, as they relate to the public service, is an object of some importance to him. He proposes that the Havant bags be left at Horndean to be despatched from thence six days a week by a Man and Horse who are to wait while the Emsworth letters are sorted and then proceed to that place and with this is connected a arrangement for delivering Lord Keith's pouch at Purbrook and effecting the distribution of letters in the village. The result in point of time will be that his Lordship will receive his letters between 8 and 9am instead of 11 and 12am and the pence which he pays for the present accommodation will be commuted to two guineas per annum. The Havant letters will arrive there at 7am instead of 10am and those for Emsworth at about 7.30am instead of nearly 11am.

The Deputy of Horndean for conveying the bag to Havant by Man and Horse £25 per annum. For a Receiving House at Purbrook £3 3s. 0d. (£3.15) per annum. To the sub-deputy of Cosham £9 2s. 6d. £9.12 ) compensation per annum during his continuance in office.

The delivery of letters at Lord Keith's and at Purbrook is to be taken out of the hands of the deputy at Cosham and he retains the delivery at Cosham and Hilsea with the profits attached to them and this same allowance is to enable him to defray his expense of sending a person to Hilsea with the letters."

1808

2nd February – Freeling Minute (28a) – "The expense of horse post which would be necessary if Purbrook were not in the arrangement is so heavy that the Postmaster of Horndean has earnestly desired to give it up .... Revenue does not justify expense. Proposed that Purbrook letters shall, as formerly, be obtained from Portsmouth and that a foot messenger shall carry the Havant bag costing 12s. (60p) per week saving £6 1s. 0d. (£6.05) Lord Keith is but a

very short distance from the Post town of Havant from whence his letters will be obtained."

1813

A map of Mr Scott's District (the Surveyor) shows a Post Office at Havant and Receiving Houses at Emsworth and Westbourne.

1817

8th October – Freeling Minute (257) – "Report from Mr Scott upon the application from Havant and Emsworth for earlier receipt of their western Letters which reach Cosham at an early hour in the morning but wait to be brought on by the Portsmouth to Chichester mail coach which does not reach Emsworth till between 10.30am and 11am.

The memorial suggests that if their London bag instead of being sent as now by a foot messenger from Horndean were despatched from Cosham the messenger might at the same time bring on the Western letters. The detention of the London bag at Cosham would cause it to be received later at Emsworth – London letters £562, Western letters £217 .... Individuals are interested in earlier receipt of their Western mail."

This suggestion was not approved.

1822

17th October – Freeling Minute (378) – "Mr Jacob has suggested alterations in the mode of conveyance of letters to Havant and Emsworth which he conceives would afford considerable benefit To himself and neighbours in general the representation offers some advantage to the correspondence of that district. (It was referred to Surveyor Scott for investigation.)

Scott had reported: "Instead of sending a messenger from Horndean as immediately as possible after the arrival of the London Mail as at present the bags were taken to Cosham as suggested and forwarded from thence with the Western Mail a considerable detention would arise in the delivery of the London letters. The letters also from Kingston, Esher etc must necessarily be forwarded from Portsmouth instead of Horndean ... arriving at Havant and Emsworth at 9 or 10am instead of 7 or 8am as at present."

No change suggested.

1822

8th November – Freeling Minute (410) – A memorial from the inhabitants of Havant requesting Western bags of letters for Havant be sent with the London ones from Cosham by a Foot Messenger instead of being forwarded by the Portsmouth coach on its way to Chichester ... Some observations enclosed ...

... Discussed with the Superintendant of mail coaches who was concerned by the London to Portsmouth, Bristol to Portsmouth, Portsmouth to Chichester mail coaches being all intimately connected with any arrangements which may be made. The new local surveyor to have a look at the area and if circumstances will admit to the revise the whole system.

(The memorial letter and signatories now follows)

A considerable trade is carried on in this neighbourhood with Ireland and the West of England, in corn, flour and provisions and the Merchants and Dealers therein desiring to attend many distant Markets are frequently detained at home by the late arrival of the Western letters, this inconvenience is so great and the removal of it appears so practical that the Gentlemen, Merchants and Dealers in this neighbourhood most respectfully beg leave to lay before you the following particulars:

*The Bristol and Portsmouth Mail arrives at Cosham at six o'clock in the morning which is three hours and one half earlier than the Portsmouth and Chichester coach reaches Havant. The Havant bags are now carried to Portsmouth and brought back to Cosham which causes unnecessary delay of more than two hours, and Emsworth being two miles further eastward, the delivery of the letters is still later at that place.*

*If the Havant bags were forwarded even by a foot mail from Cosham the distance being only four miles they would arrive two hours and a half earlier than they do at present and the amount of this delay being the object of the present Memorial. We earnestly beg leave to press it upon your indulgent and early attention. We have the honour to be Sir your most obedient servants*

Geo. Tho. Staunton – Leigh Park, Lewis Way – Prinsted Park

John Mortlock of Oxford L I, John Oldfield, Norman Cottage, Charles Shadl Woodburn, Edward Horner Shan ... Nobbis, Rector of Warblington, John

Butler ? (Attorney), John S....hurst?, Stevens & Longcroft (Solicitors), John Hammond, White Jab, Richard Power, Wm Conver, Jas Holloway, N Scott, Ellement, Collamay, D Davies DD, Minister of Emsworth, R Harfield, Wm Whateley, John Wm Elliott, Moore, Brown, Holloway Westwood, F P West,C Downham,Edward Westfield, Charles Chatfield, Jno Humpries, W Goring, ?, Geo Kennett, James Ian Jones, George Mate, Gibbs, Lane, Geo Whichers, Edward Jacob Aldsworth, John OTMeale Ditto, Jas Hewett, John Osmond, John Lellyett, Jas Stopford, W W Phipps, Richard Tier, Edw Pinnix. (Pigots Directory dated 1823/24 might identify many of the above signatories)

1826

3rd April – Freeling Minute (147) – "In 1822 the sub deputy at Emsworth was dismissed for being in constant arrears to the Postmasters at Chichester and Havant to both of whom he is sub deputy and they are responsible for the Revenue collected by him: he was subsequently restored at the interception of the inhabitants and the Postmasters of Chichester and Havant but on the express terms that they should take all future responsibility upon themselves.... The Postmaster again appeals and states that the deputy at Emsworth has owed him a large sum of money..."

1827

2nd June – Frederick Randall, Schoolmaster Postmaster of Havant £400 Bond, (see 1846) vice Shelton resigned.

1829

23rd December – Freeling Minute – Emsworth Post Office established with John Stride as Postmaster £300 Bond. [There was a Postmaster in 1827.]

1830

A second Horse Post from Portsmouth to Chichester to accelerate correspondence with Brighton.

1831

17th June – James Corby appointed Postmaster Emsworth (no other occupation) in place of Stride (Dismissed) Bond £300.

1831 – 5th September – Freeling Minute (641) – "The enclosed petition from the inhabitants of Warblington and the Town and Parish of Havant require but little consideration .... similar application from Chichester negatived but last year I presume it cannot be conceded to. Those now sent up from Emsworth and Havant requesting that the mail coach to the first seaport Town in the Kingdom will be sent eight miles round for the accommodation of these comparatively insignificant places." - Agreed.

1833

The Cosham to Chichester cart had been constructed to carry passengers which was contrary to the regulations.

1833 – 14th January – Freeling Minute (16) – "I am convinced that your Grace will consider that there is great impropriety in any Postmaster who has fully and repeatedly replied to on the subjects of his applications officially, inducing a gentleman of consideration who happens to reside in the neighbourhood to write such a letter as the enclosed from Sir George Staunton and to leave his office for the purpose of presenting it here in person ... I need not descant upon the impropriety of the step taken by the deputy of Havant or the mischievous consequences which must result to the Public Service if a Postmaster who has not been satisfied with an official answer (he received two from me in less than 10 weeks) applies elsewhere in the hope of getting that by private influence which may be denied here on official principle.

The Postmaster of Havant has been only four or five years in office but he has been extremely troublesome from the urgency of his applications for increased salary. I am now making every possible exertion to bring forward the cases of 3 to 4 hundred Postmasters.... If the deputy at Havant has claims they will be considered with the rest.

I shall enquire of the Surveyor whether the Postmaster at Havant had his permission to leave his office and come up to town in this unusual business."

1833

16th October – Freeling Minute (572) – Sir T Lees complaint. The Havant Postmaster exonerated from any blame.

1839

27th March – PMG Minute (515DD) – Havant Postmasters statement with regard to Mr Tyndale's complaint against him and Hayling Island representation that the Deputy's Father may be permitted to retain his situation as messenger from Havant.

"I quite agree the only way to prevent these disputes is to continue the existing arrangement and I submit the Postmaster be so informed and also told whatever provocation be received from Mr Tyndale nothing could justify him as a public servant in writing such a letter and that having placed himself in the wrong you must insist on an apology."

1839

13th April – PMG Minute (611DD) – Havant Postmaster's discontinuance of his father as messenger and his apology to Mr Tyndale.

21st September – PMG Minute (875FF) – Havant Deputy's plan for a cover to be used in the new Penny Post Act.

1840

26th February – PMG Minute (225II) – "I presume your Lordship will accept the tender of Mr Coates for the ride between Cosham and Chichester (being the lowest offer) at the rate of £80 pa being £10 less than the sum now paid."

1840 – 11th January – PMG Minute (678II) – Complaint against the driver of the Cosham - Chichester mail cart from Mr Westwood and the Postmaster of Havant and proceedings against him for carrying passengers. Notice to quit given to the contractor and instructions to be given that 'hereafter the cart is constructed according to the regulations'. The late driver absconded: costs of proceedings against him to be defrayed from the Revenue.

1840

7th April – Expenses of Mr Longcroft of Havant who acted as Justice's Clerk in the prosecution of Cosham to Chichester mail cart driver's prosecution to be paid 'In incidents' by the Postmaster of Havant.



1840

15th April – PMG Minute (938II) – Claim by the Havant deputy for expenses incurred by him in obtaining information respecting the distances to places in his neighbourhood to be paid by the Postmaster and claimed in his incidental account.

1840

October – 3 months postage only £10 (2,000 inhabitants)

[This was possibly an analysis of the effect of the new 1d. postage rate. The sum appears small but represents about 2,400 letters !]

1840

31st December – PMG Minute (437NN) – Salary of Havant Postmaster to go up from £45 to £50.

1841

1st February – PMG Minute (855NN) – Report of mail guard of the London to Portsmouth coach having lost the Horndean and Emsworth bags.

11th June – PMG Minute (1014PP) – Havant Postmaster allowed 10s. (50p) for hire of horse and gig to go to Chichester

2nd November – Minute (323TT) – Your Lordship will probably approve the steps which have been taken by the Surveyor to punish the driver of the mail cart for carrying passengers and that the new Cosham to Chichester contract be placed in the hands of Mr Goldsmith at £55 per annum.

1842

10th June – Minute (3106) – Portsmouth Memorial for the 'Union' coach to be used for conveying mails to Chichester. The amount of mail would not justify the expense. The Surveyor's account of the last month the Brighton and Southampton mail was on the road showed that postage on letters from all towns on the line to Portsmouth was only £5 8s. 7d. (£5.43) i.e. £65 3s. 0d. (£65.15) per annum – barely sufficient to cover expense of a mail cart which was employed to meet the mail at Cosham without including the mileage allowance paid to the Contractor for the mail coach and the expense of the guards amounting in all to £688 9s. 11d. (£688.50) per annum.

1842

16th June – Minute (3146) – Similar reply to the Memorial from Havant and Emsworth for the continuance of Portsmouth to Chichester coach.

1844

13th December – Minute (5743) – Havant deputy has given much unnecessary trouble in the Department in irregular remittance of Public Money. Severely admonished.

1845

12 February – Minute (637A) – Havant: The accounts of this negligent Deputy are now in a satisfactory state. He has been severely reprimanded and warned as to his future conduct.

1846

4th March – Minute (1576) – Havant deputy dismissed for being in arrears. "For a length of time the Deputy has been very negligent in regard to the remittance of Public Money...previous history about two years.... warnings". Action approved.

19th March – Minute (1787) – Appeal from Sir H Leek for restoration of Deputy. Not approved.

1846

8th April – Minute (2255) – Mr Mills declined the offer of job of Postmaster at Havant: Treasury asked for fresh nomination.

22 April – Minute (2505) – Late Postmaster of Havant appealed. Refused.

18th May – Minute (3002) – Since the late Postmaster was not dismissed because of a conviction of felony his salary was allowed.

1847

23rd February – Minute (1439) – Discontinuance of the Portsmouth to Chichester mail coach contract. Surveyor to suggest an alternative.

6th March – Minute (1857) – As the present arrangement of the Post from Havant to Bedhampton and Farlington seems to afford very reasonable accommodation I cannot recommend your Lordship to comply with Mr Wilding's request to extend it as far as 'The Telegraph'.

23rd March – Minute (2159) – Re the Portsmouth to Chichester coach contract. “It is the intention of the Brighton Railway Company to run Day Mail Trains to and from Havant in connection at Chichester with the Day Mail Trains from Brighton and they offer to convey Day Bags by these trains for the same terms as are paid between Brighton and Chichester, viz 3d. per single mile taking the bags in charge of their own guards. Annual expense will be £70 8s. 6d. I consider this a very moderate payment.

Mr Neale the Proprietor of a coach running between Havant and Portsmouth is willing to convey the bags between those towns for the privilege of exemption from Tolls. The stations at Havant and Emsworth being about half a mile distance from the respective post offices an allowance of 6d. a day be granted to the Postmasters for conveyance of bags to and from the stations. No payment is at present made for the coach between Portsmouth and Chichester.

Release coach contractor from contract as soon as possible as she now suffers much loss by running in opposition to the Railway'. - Approved.

23rd June – Minute (4418) – Increase of salary for Havant deputy to await general revision.

6th December – Minute (9200) – 60 letters a week does not justify second delivery at Havant.

1848

26th May – Minute (3433) – Mr Randall's tender of £140 p.a. for mail cart Chichester to Fareham. (Saving £20 p.a.)

1849

6th January - Minute (7978) – Cosham Receiver's salary included £10 for charge of bags brought by Chichester mail cart.

1849

24th March – Minute (1406) – Permission to move Havant Post Office to a new site given.

1851

28th October – Minute (4848) – Reference to Randall, late Postmaster of Havant, being in debt.

1856

6th November – Minute – The Day Mail correspondence on the line of Post between Havant and Farlington is sufficient to warrant a 2nd delivery and collection. Expense £5 4s. 4d. a year.

1857

11th May – Minute – The lowest tender for Fareham to Chichester mail cart received was £144 p.a. by Mr John Vincent. Distance 17 miles 7 furlongs. £26 saved on present contract.

1859

Directory ? – Post Office in East Street – Henry Green, Postmaster (also Clerk to the Church). Letters to all parts twice daily. Letter Carrier Wm Tigwell. Sub PO at Rowlands Castle. Chas Locke - Solicitors - Stamp distributor.

1861

19th February – Minute – Fareham – Chichester tender by Mr James Bridger £230 per annum the lowest is £45 per annum more than now.

1862

3rd July – Minute (22/2901) – Salary of Postmaster reduced from £52 10s. to £50 plus £15 for assistance.

1863

14th April – Minute (26/1559) – Day mail by omnibus established to Hayling Island at no additional cost.

25th August – Minute (28/3920) – Hayling Island bridge - no allowance in lieu of toll as Dept has right to use bridge for conveyance of mails. West End, Bedhampton, Post Office opened.

1865

25th June – Minute – To cease Cosham to Chichester Night Mail saving £100. To commence Cosham Station and Chichester at a cost of £125.

1865

10th July – Minute (42/3343) – Letter carriership abolished and Postmaster given allowance to provide the service instead. (9s. per week)

1865

22nd August – Minute (43/4106) – Night Mail – later despatch – re minutes for re-arrangement of IOW and Sussex posts. Period of posting at Horndean reduced by 1hr 20mins but no complaints. Propose to re-establish night train from Portsmouth to Basingstoke to catch the up night mail at 2am and to fit this train the carts from Chichester, Horndean, Emsworth etc. New train will cost £300.

1865

28th August – Minute (43/4178) – Station service at Havant 3s. per week.

1883

Parcel Post labels issued.

1892

Havant Post Office moved to new site opposite St Faith's Church. Cost £706 5s. 0d. (£706.25).

1903

Henry Whittle appointed Postmaster of Havant.

1914

Post Office takes over telephone companies. (Except Hull).

1917

Richard Mann appointed Postmaster of Havant.

1923

Arthur Bourdeaux appointed Postmaster of Havant.

1936

Mr O. Holman appointed Postmaster of Havant.

New Post Office erected in East Street. One of only a few built in the United Kingdom during the reign of Edward VIII.

1939

Havant ceased to be a head Post Office and became a Sub-Post Office of Portsmouth. Mr Richardson appointed Postmaster of Havant.

1976

The 8½p Christmas stamp for this year depicted the Havant embroidery, which is now in the Victoria and Albert Museum. This originally came from the Brockhampton Roman Catholic Chapel in Havant.

1977

The first special event hand-stamp issued at Havant for the commemoration of the Silver Jubilee of the Hayling Island Philatelic Society.

1981

The second special event hand-stamp issued for the commemoration of the Hampshire Philatelic Federation Convention held in Havant.

Some additional Dates supplied by Lesley Marley.

The above records reflect great changes in communications, particularly in the two decades 1820 to 1840. The successful development of Stephenson's Rocket in 1814 led to some 19 Railway Acts being laid before Parliament in 1821. The Liverpool to Manchester Railway opened in 1830 to be quickly followed by others. The line from London to Gosport was the first in this area and it was not until the late 1840s that the line from Brighton and Chichester was extended to Portsmouth. As reflected in these minutes it spelt death for the Mail Coach. In addition the introduction of Pitman's shorthand and Morse Code in 1836 and the first commercial Telegraph service in 1839 led to an explosion in communication techniques not unlike that we are experiencing at the beginning of the Third Millennium (E-mail, the Internet and the World Wide Web). The introduction of the Penny Post was part of this great leap forward.

Note 1.

All members will be aware of the considerable collection of Postal History formed by the late Martin Willcocks. At a recent auction of postal ephemera held by Messengers in association with Cavendish, Mail Coach Time Bills from the personal collection of Lord Walsingham, Joint Postmaster General with Lord Chesterfield were found in Martin's library. The estimate for the Portsmouth to Chichester Time Bill was £200.

To Mr. Abbott  
Piddletrenthide  
near Dorchester  
Dorset  
+ Post

A Cross Post letter from Portsea to Piddletrenthide in Dorset dated 31 May 1831.

Thomas Allee Esq  
Queen's Park  
Brighton  
By Portsmouth  
Mail  
Post paid

A letter from Exeter to Brighton dated 14 April 1840 endorsed 'By Portsmouth Mail'.

# INSTRUCTIONS FOR THE SUB-POSTMASTER – 1853.

## Construction of office.

1. The words "Post Office" must be painted conspicuously on your house. An aperture must be formed in a window open to the street, or in the wall of the house, for the deposit of letters, and a letter-box must be constructed inside to receive them. The aperture should be upright, five inches in height and one inch wide; it must be easily accessible to the public, and must remain open both by day and night except for 10 minutes previous to each despatch. The words "Letter-box" must be painted above the aperture. The letter-box must always be kept locked. A moveable pane should be constructed in your window, through which you can attend to applications from the public. A secure press or drawer should also be provided in which to place your official papers, and in which letters, left to be called for, may be kept safely.

## Hours of attendance.

2. Your office must be opened for attendance at 7 a. m. from 6th March to 5th November and at 7.30 a.m. from 6th November to 5th March. It may be closed at 9 p.m. On Sundays no attendance is required except from 7 a.m. to 10 a.m.

## Pre-payment of letters.

3. Letters for the United Kingdom can be prepaid by stamps only, according to the scale given below; letters for the colonies or for foreign parts can be pre-paid, either in money or by affixing stamps to the amount of the foreign postage.

## Unpaid letters and taxing.

4. Letters for the United Kingdom posted without stamps, must be taxed with postage on the front with black ink, according to the scale given below. Unpaid letters for foreign parts are not to be taxed at your office. The postage on foreign letters, when prepaid in money, must be marked on the front of the letter with red ink in the manner described in paragraph .



## Stamping.

5. Letters paid by postage stamps must bear the impression of your office stamp on the back. Unpaid letters, or foreign letters prepaid in money, must be stamped on the front. Stamping ink should be composed of indigo or prussian blue, ground with olive oil until of the consistency of cream; it should be spread lightly on a cushion, or a few pieces of woollen cloth, and then covered with a fold of woollen cloth, upon which the stamp should be pressed, and then placed steadily on the letter, so as to leave a clear impression.



## Rates of Postage.

6. The rate of postage on letters for the United Kingdom, including Jersey and Guernsey, is as follows: —

	When prepaid, must bear	When unpaid, must be taxed	
LETTERS		s.	d.
not exceeding $\frac{1}{2}$ an ounce	1 stamp	0	2
above 1 oz. but not exceeding 2oz.	2 stamps	0	4
above 1 oz. but not exceeding 2 oz.	4 stamps	0	8
above 2 oz. but not exceeding 3 oz.	6 stamps	1	0
above 3 oz. but not exceeding 4- oz.	8 stamps	1	4

and so on, stamps being added at the rate of 2d. for every additional ounce when the letter is prepaid, and postage being taxed at the rate of 4d. for every additional ounce when unpaid.

When the value of stamps on letters for the United Kingdom is less than the proper postage, you will tax the letter with double the value of the stamps which are deficient; for instance, if a letter above  $\frac{1}{2}$  oz. has only one stamp affixed instead of two, you will tax it 2d. writing upon it the words "above  $\frac{1}{2}$  ounce".

### Re-directed letters.

Re-directed letters, when no additional stamps are affixed upon re-direction, must be taxed in black ink with the *prepaid* rate of postage, viz., 1d. the  $\frac{1}{2}$  oz., and so on.

### Limitation of weight.

7. Packets of any weight may be forwarded if limitation if prepaid by stamps, but packets above four ounces in weight cannot be forwarded unpaid, unless they be of the following description : —

1stly. Foreign letters.

2dly. Letters on Her Majesty's service to or from Public Departments and Public Officers.

3dly. Petitions or addresses to the Queen or to Parliament, addressed to Members of either House, which can be forwarded free of postage provided they be sent without covers, or in covers open at the ends, and that they do not weigh above thirty-two ounces. No letter must be enclosed in them.

4thly. Votes or Proceedings of Parliament which may be forwarded, paid or unpaid, in the United Kingdom at the rate of 1d. for every four ounces.

### Limitation of size.

8. No packet exceeding two feet in length or breadth can be forwarded by post.

### Book postage.

9. Parcels containing books, maps, prints, and paper of any description, whether written, printed, or blank, (to the exclusion of letters, whether sealed or open,) may be forwarded within the United Kingdom at the following rate of postage, which must be prepaid by stamps :—

For each packet not exceeding 1lb weight – 0s. 6d.

For each packet exceeding 1lb. but not exceeding 2lbs. – 1s. 0d.

and so on, at 6d. for every complete pound and for any fraction of a pound. Such packets must be sent without covers or in covers open at the ends or sides, and they must not contain any letter open or sealed, or any sealed

enclosure whatever. If you detect a letter or a packet in which the above regulations are not adhered to, you will send it to your head postmaster, with a special note of the irregularity.

*[For Regulations regarding the transmission of books to the Colonies, see paragraph 15.]*

### Registered letters for despatch.

10. Any letter may be registered. When a letter is presented to you to be registered, you will first see that the postage is prepaid by stamps; you will then demand the registration fee of 6d., and you will yourself affix stamps upon the letter to that amount; you will enter the address of the letter on both sides of the form in a page of the receipt book with which you are furnished, tearing off the right hand half of the page and giving it, dated and stamped, as a receipt from yourself, to the person who has posted the letter. You will write the word "Registered" in red ink, on the front of the letter, and you will enter the address upon the letter bill which goes to the head office. If you have not a sealed bag, the messenger must sign his name to the entry on the left-hand side of the page in your receipt book, in order that you may be able to prove that you handed the letter to him.

Letters for the colonies, or foreign parts, can be registered under these regulations, but the postage in such cases may be prepaid either in money or stamps. The charge upon a registered letter for France, or passing through France, must be as follows:—1st, the usual fee of 6d.; 2dly, the British rate of foreign postage; 3dly, double the French or foreign rate to the place to which the letter is addressed.

The charge upon a registered letter for Prussia, or passing through Prussia, must be as follows:— 1st, the usual fee of 6d.; 2dly, the Prussian registration fee of 3d.; 3dly, the full postage to the place to which the letter is addressed.

If the letter is for Russia or Poland, there must be an additional charge for registration of 3½d. for each ½ oz., over and above the charges here specified.

No letter can be received at your office to be registered unless it is offered to you 15 minutes before your letter box-is closed for the despatch.

### Registered letters for delivery.

11. A registered letter arriving at your office for delivery, will be enclosed in a green cover, on the inside of which the person to whom the letter is addressed must sign his name when he receives it.

If the registered letter is not delivered by yourself, the signature of the person to whom you entrust it for that purpose must be obtained for it.

You will keep the green cover as a proof that you have delivered the letter, but if the green cover has been despatched from London, Dublin, or Edinburgh, you will cut off the lower half of it, stamp it, and return it to your head office by the first post. You must be careful to attend strictly to the above regulations, as you will be held responsible should a registered letter be missing and be traced to you.

### Postage Stamps.

12. You will be furnished with a licence to sell postage, stamps, and you are entitled to have stamps on credit from your head postmaster, to the amount of £1. When your stock becomes reduced to 10s. worth, you will at once send 10s. to your head postmaster for a fresh supply. The amount of your stock on hand must be entered every day upon the letter bill, and you must not allow it to fall short of 10s. worth. You are entitled to a percentage at the rate of 2d. in the £1 on the amount of labels obtained under this regulation and sold by you; and you will receive it from your head postmaster.

You are not however restricted to obtaining 10s. worth of stamps at a time. Any additional quantity you require will be furnished to you by the head postmaster, if you send him the price of what you want. The percentage on such additional quantity will be at the rate of 1s. in the £1.

### Newspapers.

13. Newspapers bearing the Government, stamp pass free between offices in the United Kingdom, if sent without a cover, or in a cover open at the ends. They must contain no enclosure, and must bear no writing, nor marks of any description other than the address; the covers must bear no other writing or printing than the address, and the name and residence of the publisher or newsvender.

If a newspaper be prepaid by one postage stamp affixed, the paper itself may be written on, or marked for reference, but it must contain no enclosure, and the cover must bear only the address, &c. as above.

Newspapers can be forwarded to the colonies and foreign parts if posted within the seventh day from the date of publication. (For rates of foreign postage on newspapers see the printed list with which you are furnished.)

Should you detect any deviations from these regulations in a newspaper for the United Kingdom, you are to tax it with the full rate of unpaid letter postage, according to its weight, writing the reason for so doing on the cover, which you will attach to the paper with a seal. If you find an irregularity in a newspaper for foreign parts, you will send the newspaper separately to your head postmaster, drawing his attention to the case. In all respects, newspapers must be treated with the same care and attention as letters

Foreign and colonial letters.

14. For the rates of postage on letters and newspapers for the colonies and foreign parts, you will refer to the sheet list of foreign postage rates which has been furnished to you, and to the numbered instructions issued from time to time. When you are informed by a numbered instruction of an alteration in any foreign rate, you should make a note of it upon a slip of paper and append it to your list.

Letters for France or Belgium, or passing through those countries, are chargeable with an additional foreign rate if the weight *amounts* to  $\frac{1}{4}$  oz., and so on; but letters for the British dominions, and for all foreign countries, not forwarded through France or Belgium, are not chargeable with an additional rate unless the weight exceed  $\frac{1}{2}$  oz., and so on.

When the postage of a foreign letter prepaid in money is made up of two rates, British and foreign, the amount of each rate should be entered separately in red ink on the upper left-hand corner of the letter, as shown in the margin, the British rate being placed uppermost.

0	5	
0	6	A. B.
<hr/>		
0	11	Wurtemberg
<hr/>		

### Ship letters.

Letters for the colonies and foreign parts will be forwarded by “private ship” if they are specially so addressed. The postage on ship letters, which must be prepaid either in money or stamps, is at the rate of 8d. the  $\frac{1}{2}$  oz. to any part of the world, except to France, Bremen, Belgium, Holland, Hamburgh, Brunswick, and Hanover, to which places the rates by ship are the same as by packet. Newspapers can also be forwarded by ship for a postage, prepaid, of one penny each to British colonies and of 2d. each to foreign countries.

### Letters for Soldiers and Sailors.

Letters for soldiers or seamen in foreign parts can be forwarded by packet for a postage of 1d. the  $\frac{1}{2}$  oz., prepaid, or by private ship for 3d. the  $\frac{1}{2}$  oz. prepaid. The address of the letter must specify the class of person, and the ship, regiment, or corps to which he belongs.

### Colonial book postage.

15. Books may be forwarded to the undermentioned places abroad, under certain regulations, which you will find in your numbered instructions:

The number of the instruction, with the year of its issue, is attached below to the places to which it refers:—British West Indies, Bermuda, Newfoundland, Hong Kong, Gibraltar and Malta, (No. 5, 1851); Ionian Islands and Canada, (No. 19, 1851); Nova Scotia (No. 31, 1851); Ceylon (No. 5, 1852); the Cape (No. 10, 1852); Heligoland (No. 19, 1852); and Mauritius (No. 30, 1852).

When you receive a numbered instruction informing you of the extension of the book postage, to other places, you will write the names of the places in the margin of this page, with the number of the instruction applying thereto.

### Official declaration.

16. No person must be employed in any way in your office, or in the delivery of letters within the free boundary, without first making the official declaration before a magistrate; and no person can be so employed until he has attained the age of 16 years.

You will be very particular in observing this rule, as the Postmaster General will not excuse a breach of it.

### Posting of letters.

17. No letter once posted can, on any pretence, be given up to the writer or to any other person, except the person to whom it is directed, but must be forwarded according to its address. If the writer have made a mistake, he can rectify it by another letter.

If a letter be posted without an address, it must be sent to the head office with a memorandum to that effect written on the front.

If questions be asked whether letters have been posted addressed to such and such persons, the information must not be given.

Letters *prepaid by stamp*, posted at your office for places in your delivery or in the delivery of your messenger, may be delivered without being first sent to your head office, when you have defaced the postage stamp and stamped the letter with your office stamp; but all *unpaid* letters must be sent to your head office before they can be delivered.

### Delivery of letters.

18. It is your duty to deliver letters with as little delay as possible at every house within the boundary fixed by the surveyor, unless that duty is performed by rural messenger; and, although you are not bound to take letters to persons residing beyond the free boundary, you should endeavour to set them to their destination as soon as possible, observing that such persons can call or send for their letters at any hour of the day when the office is open, without being liable to any extra fee for the delivers. Letters may be delivered by you at houses not included in any *free delivery*, provided there is a mutual agreement between you and the persons to whom the letters are addressed, as to your fee for so doing. Should you demand any fee for the delivery of letters within the free boundary your removal from the service will follow.

Letters left to be called for must be placed under lock and key, and not exposed in the office window.

### Dead letters.

19. Letters for persons who are "*dead*" or "*gone away, not known where*" must be returned at once to your head office, marked with the above words, as the case may be. Letters which are "*refused*" may be kept for one week,

and if not then claimed, they must be sent to your head office, marked accordingly.

Letters directed to the "Post Office", or to be "*kept till called for*," must be kept for one month, and then returned to the head office, marked "*not called for*".

### Disposal of money received for postage.

20. The postage on unpaid letters received from the head office for delivery must be sent without fail every day in your sealed bag to the head office, but if a bag is not made up, it must be paid to the collecting messenger. The postage on a foreign letter prepaid in money must be sent to the head office with the letter. The postage on unpaid letters which cannot be delivered will be allowed to you when you return the letters to the head office, either in the sealed bag or by the messenger, as the case may be.

### Official postage.

The postage charged on official covers will be allowed to you in the same way if you return the covers to the head office.

### Mail-cart drivers, messengers &c.

21. It is your duty to observe that the mail-cart drivers, or messengers in connexion with your office, adhere to the regulations; and you are required to report to the surveyor any irregularity you may observe in their conduct. Every mail-cart driver, rider, or messenger should blow a horn on his arrival in each village on each journey; the hour at which he arrives, and that at which he is despatched on the return walk, must be entered by you in the proper place in the letter bill.

### Post officers exempted from militia service, &c.; prohibited from voting for Members of Parliament.

22. Postmasters and their assistants are exempted from serving in any ecclesiastical, corporate, or parochial employment, or upon any jury or inquest, or in the militia; and every person holding an appointment in the Post Office is prohibited from voting for a Member of Parliament, and from interfering in any way in elections for Members of Parliament, under a penalty of £100 and the forfeiture of his situation.



### Prohibition against keeping public houses, and holding newspaper agencies.

23. No person is eligible to any appointment in the Post Office who is the owner or manager of a public house or inn, and no officer of the Post Office who enters upon any such business will be allowed to retain his appointment. No officer of the Post Office is allowed to undertake a newspaper agency.

### Numbered instructions.

24. You will from time to time receive printed instructions upon various subjects. They will be numbered as they are issued, and you should file them according to their numbers, preserving one copy of each, and tying up those for each year separately. When an instruction is headed "*Notice to the Public*" you will place it in your office window for the information of the public.

### Letter bill.

25. In each bag from your head office you will receive a letter bill, which you will carefully fill up and return; but if you have not a sealed bag, you will make the necessary entries on that portion of the Messenger's bill appropriated to your office.

In any case you will invariably stamp the letter bill with your office stamp.

### Removal of office.

26. You are not allowed to move your office from the house in which it is at first established, without obtaining the authority of the Postmaster General for so doing.

27. Your salary is £4 per annum, and will be paid quarterly by the postmaster of Havant at the following periods: 5th January, 5th April, 5th July, and 5th October.

28. If you should in any case find that you require further instructions upon the regulations of the department, you will apply without fail, to the surveyor of the district, whose address is as follows,

William Johnson Esq.  
Manager G. P. O.  
Dorking

Circular to Sub-Postmasters and Letter Receivers

POST OFFICE

June, 1858

Sir,

I send you a copy of Instruction No. 25, 1858, with a packet of Green tape to be used for the purpose of distinguishing Inland letters registered at your Office on and from the 1st proximo, as directed in that Instruction. You will distinguish in like manner all Inland letters marked "Registered" which may be dropped in your Letter-box, and which you are instructed to treat as Registered Letters in Rule 95 of the Book of Amended and Supplementary Rules for Sub-Postmasters.

The packet consists of 10 yards of tape, which is sufficient for 30 Registered Letters; and in order that the tape may not be wastefully or improperly used, you must, when making application for a fresh quantity, state the number of letters which have been registered at your Office since you received the last supply. This can be readily ascertained from your Registered Letter Receipt Book.

You will find the proper form of application embodied in the Instruction.

I am,

Sir,

Your obedient Servant,

Postmaster.

The Sub-Postmaster of  
Bedhampton.

## Bedhampton Post Office

Bedhampton was issued with an Undated Circular postmark on 2 July 1846 with the office providing Money Orders and Savings Bank facilities from 1 Feb 1890 and Telegraphic facilities from 10 June 1890- call sign BHZ. The call sign changed to JPG in 1934 when it was designated a Rural TSO.

The PO Directory for 1855 has Mrs Lucy TADD as the Postmistress. She appears in the 1851 Census as a Dressmaker. Not found in 1861 but there again in 1871 and 1881 where she is described as Sub Post Mistress. Lived at No. 4 Belmont Cottages next door to Belmont House.

The office later moved to Coldman's Stores and then to a hut at the former Belmont naval camp.

There was also a sub-post office at West End. It was run by Mr Shepperd and, after he died, his daughter, Dorothy, for 83 years until it closed in the 1960s.



Ordnance Survey map circa 1865 showing the Crown public house in the chalk pit and the Post Office at on the North side of Belmont.



The Bedhampton Post Office at Coldman's Stores, Belmont, early 1900s.



1 April 1972. Bedhampton, Havant, Hants, single circle post mark. Stamps cancelled at Bedhampton sub post office.



July 29 1904. Bedhampton single circle handstamp applied when posted in Bedhampton. The card was then taken to Havant for the stamp to be cancelled with a three bar Havant duplex handstamp.



In 1955 Mr and Mrs Morgan bought the franchise for the Bedhampton post office and moved into a wooden hut they had built in Norman Way opposite the shops. They were there for three-and-a-half years until February 1959 when they moved into their new house and premises in Park Lane.



*Photographs and information from Mr and Mrs Morgan's daughter, Fiona Grubb*

# Postal History of Hayling Island

By Mike Hill

*"..... I enclose a memorial from Hayling Island (on the coast of Sussex), praying that an Official Post may be established in consequence of the increase of the number of houses and the influx of visitors during the summer season....."*

Approved

Duke of Manchester (PMG)

F. Freeling

Secretary of the Post Office

13th November 1828

The above transcript of a document in the Central Post Office Records would appear to be the earliest mention of a Post Office being established on Hayling Island. It would seem however that despite this approval in 1828, the matter was not pursued and the Island continued to be served privately and it was not until 1839 that a Post Office was established in 'Beach Road'. Pigot's 1844 Directory for Havant refers to letters arriving from Hayling Island every evening at seven, and are despatched thereto every morning at seven.

I am indebted to the late Jim Pratt of the Hayling Island Philatelic Society for the research he carried out and published in the early 1970s. Jim always maintained that it was difficult to trace the early history of Post Offices on Hayling because it was not on a coaching route and thus few records were available. Certainly they were not easily available when Jim did his research but they did exist and sometimes with great profusion. Various Trade Directories which included White's, Pigot's and Kelly's painted a picture of the local area with its amenities and a list of the local gentry and Traders. The Post Office Directory of 1855 and onwards together with the Census records from 1841 to 1911 enables one to explore in great depth the background to the area.

The Rowland Hill reforms introduced in late 1839 and the introduction of the universal penny postage on 10th January 1840 followed much later by the first adhesive stamps on May 6th 1840 created a tremendous surge in the number of letters written akin perhaps to the internet in the 21st Century. This created a demand for sub Post Offices and local businesses were encouraged to carry out these duties subject to remuneration by the Post Office.

Thus it came about that following the Memorial shown above Hayling Island finally received its first Post Office in the premises of James Jenman the local tailor. He is described as a Receiver in the PO Directory for 1855 and he is faithfully recorded in each Census with premises in Beach Rd. By 1881 his daughter Caroline has taken over and she continued as Sub Postmistress until her death in 1920 thus bringing to an end an incredible period of public service lasting more than 80 years.

### Hayling Island Post Office [Sea Front] 1928-1936



The name of the Head Post Office under which the Sub Post Offices operated had until now appeared in the Postmark as HAYLING ISLAND/HAVANT but this changed in 1927/28 and the Postmark was radically redesigned with the County being shown in place of the Post Town thus HAVANT was replaced by HANTS and the Single Circle became a Double Circle 27/17mm with thin solid arcs separating the name of the office and the County.

### The Hayling Island Delivery Office (PDO).

In 1949 it was decided that since the existing population had grown to over 5,500 the existing Postmen's Delivery Office behind the Sea Front Office was no longer adequate. Premises at the disused Savoy Cinema in St Marys Road were considered more suitable and the premises were rented on 22 March 1949. A full ten year lease was signed on 11th April 1951.



Harry Wheeler, female staff and hand cart outside of the delivery office.

A Pitney Bowes Stamp Cancelling Machine, Type D (No 273) was installed and remained in use until 10.15am on Saturday 5th Dec 1981 when it was removed to the Havant Office where it continued to be used.

## Sea Front Post Office 1955 – 1978

The title of Hayling Island Post Office was transferred from the Sea Front to the Gable Head Office when a new office was opened in Elm Grove in 1955. All the existing date stamps were transferred and were replaced by 24mm circular SEA FRONT/HAYLING ISLAND/HANTS with the time or star over the date. These were in use until the retirement of the Sub Postmaster, Mr L Payne on 30th November 1978 when the office closed after 150 years of service to the local community.

## Hayling Island Post Office (Gable Head)

The Gable Head Office opened in 1894 and became the Hayling Island Post Office when it was moved from the Elm Grove Estate to Elm Grove in 1955. The 24mm Single Circle date stamp was used for counter work with HAVANT being dropped in favour of HANTS at the bottom of the circle. The Date and Year remained in two lines with either a star or Code Letter in the upper sector. The Gable Head Post Office created a big philatelic mystery when the



seriph of the G broke off so that the postmark resembled Cable Head. This must have happened very early in the life of this office since a G with the seriph has yet to be seen.

## West Town Post Office

The West Town Post Office opened in a thatched cottage on the corner of West Lane and Station Road in 1894. It later transferred to a Grocery Store opposite run by Mr Woodward.

It then moved to a new site in Station Road opposite the old Hayling Island railway station in 1962 with Mr Cheney as Postmaster. He was succeeded by Mrs Gammon in 1965 followed by Mrs A Wolstencroft in 1979

## Manor Road Post Office

This office opened in 1902 on the corner of Brights Lane on the West side of Manor Rd with Mrs Ellen King as Postmistress and her son Ernest King, who had made the change from Drapers Assistant to Grocer. (See Census returns for 1901 and 1910). She was ably assisted by Elsie Blackman and not surprisingly she married Ernest in the summer of 1913. Ernest joined the Duke of Cornwalls Light Infantry but was killed in action on 6th Nov 1917 leaving his wife to manage the Post Office eventually with the help of her daughters Lois and Mary. Mrs Ellen King was also available until she died in 1930 aged 88 years.

## Eastoke Post Office

This office opened in 1896 on the corner of Southwood Road and Rails Lane. The 1901 census records the postmistress as Mrs Mary Elizabeth Avens whose husband was a Commercial Traveller. By 1911 the Post Office is occupied by Albert Apps, a builder, and his wife Fanny. At some stage it moved on to the sea front just round the corner. In 1947 Mr Theodore de la Coze retired as Postmaster being succeeded by Mr Balcombe who moved the office on to the Sea Front Estate where it was taken over by Mr R A Miller in 1949. He then moved the office to its present position in Rails Lane in 1965.



Eastoke Sub-Post Office circa 1910.

Mr C Beck became Postmaster in 1967 and was followed by Mr Brian Simpson in 1970. When Brian retired his brother Nigel took over until 2013.

## Stoke Post Office

This office was opened in 1894 at the Wayside Cottage by Mrs Elizabeth Wheeler who was postmistress until 1914. Her son Harry was the first established Rural Postman, delivering to Stoke and North Hayling on his bicycle. After she retired [she died in 1917] the office was transferred to the first of three locations in Sunnyside Terrace. Indeed Harry lived at No. 7 Sunnyside with his wife Elizabeth in 1911. The office was transferred to the front room of a semi-detached house at Sunnyside and when Mr Ernie King had added a shop to the house the Sub-Post Office was incorporated. The office was moved briefly after suffering bomb damage in WW2 but was quickly re-established in the Terrace where it has been in its present site since 1936.

Ernie King promised Mrs Wheeler's grandson, William (Bill) Simpson, that when he came out of the army he would sell the Sub-Post Office to him. This he did and when Bill retired his son Nigel took over. Later they bought Eastoke Sub-Post Office and this was run by Nigel's brother Brian.



Stoke Sub-Post Office circa 1910.

Mr Wheeler retired as the rural postman the age of 60 in April 1938 receiving the Long Service Medal which was presented on behalf of the Postmaster General by Mrs Bordeaux, postmistress, in the presence of the staff.

### Sandy Point Post Office 1947-1985

This office opened in a General Store dealing with Food, Gifts, Stationery etc in Creek Rd. Mr C Wilson was the first Postmaster. It later moved to a shop opposite as a temporary measure while the original shop was rebuilt and modernised. Finally it transferred to Southwood Road where it remained until its closure.

During this period the only cancellation used was a 24mm Single Circle SANDY POINT HAYLING ISLAND HANTS with Date & Year only.

The number of Post Offices in Hayling peaked during the period 1902 to 1978 and thereafter there was a slow decline until now where there are only three remaining at Eastoke, 25 Rails Lane, The Main Office at 5 Elm Grove and the Stoke Sub Post Office at 47 Havant Road. In addition there are some 33 letter boxes of varying antiquity scattered around the Island.

# A History of Postmarks

The first postmark was introduced by an English Postmaster, Henry Bishop, in 1661 and became known as the 'Bishop Mark'. It showed only the day and month of mailing in order to prevent the delay of the mail by carriers.

In England during the latter part of the 17th century several postmarks were devised for use with the London Penny Post: a postal system that delivered mailed items within the City of London. The postmarks bore the initials of the particular post office or handling house it was sent from along with a separate time stamp. Postage was prepaid and the postmark was applied to the mailed item by means of an inked hand-stamp. Some historians also consider these postmarks to be the world's first postage 'stamps'.

In the 19th century and early 1900s it was common for letters to receive multiple postmarks indicating the time, date, and location of each post office delivering or transporting the letter, and this is still occasionally true, though to a lesser extent. Almost every contemporary postmark includes a location as well as a date.

In Great Britain the first postmark employed for the cancellation of the then new adhesive postage stamps was the Maltese Cross, so named because of its shape and appearance. This was used in conjunction with a date stamp which was applied, usually on the back of the letter, which denoted the date of posting.

In philately a killer is a particularly heavy type of hand-stamp consisting of heavy bars, cork impressions or other crude devices used to cancel the postage stamp.

Killers were often used in the early days of stamps as the postal authorities wished to ensure that stamps could not be reused.

There is no exact definition of what is, or is not, a killer-cancel and the term is often used to apply to any heavy cancellation.

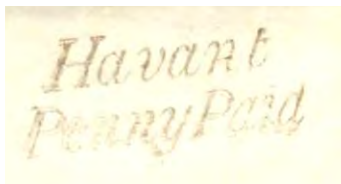
# Havant Postmarks

Lesley Marley

The first postmark was introduced in 1661 at the London Chief Office, then in Bishopsgate Street by the English Postmaster General Henry Bishop and became known as the "Bishop Mark" It showed only the day and month of mailing in order to prevent the delay by the mail carriers. These marks remained in general use until 1787, with survivors even into 1788.

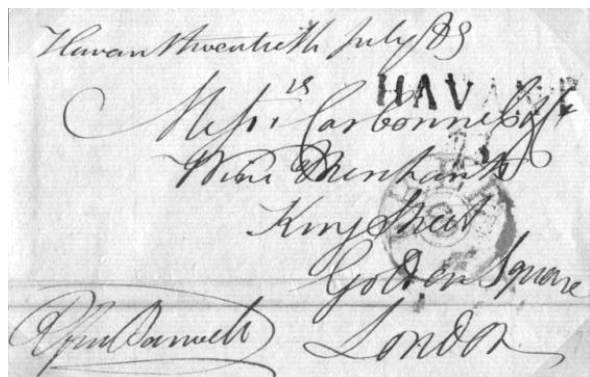
Letters carried around the country received a mark of the town where it was sent from.

		<p>A red type F Penny Paid in script 35mm X 8mm of 1842 to 1844 with a black circle cancel serif letters single line and B with the date 1 June 1843.</p>
--	---	---



Hand struck two line 'Havant Penny Paid' in black. 7 February 1840 black circle cancel with serif letters with two short arcs with no code.

In England during the latter part of the 17th century several postmarks were devised for use with the London Penny Post; a postal system that delivered mail items within the City of London. The postmarks bore the initials of the particular post office or handling house it was sent from along with a separate time stamp. Postage was prepaid and the postmark was applied to the mailed item by means of an inked hand-stamp. Some historians consider these postmarks to be the world's first postage 'stamps' as they denoted the carriage was paid in advance.



A Havant Free Front stamped with a free frank stamp of the 1780s. The initial in the centre is the surname of the Various Inspectors of Franks, a HAVANT UNBOXED 73 42mm x 11mm of 1787 has been applied.

By the 19th century and into the early 1900s it was common for letters to receive multiple postmarks indicating the time, date and location of each post office delivering or transporting the letter, and this is still occasionally true, though to a lesser extent. Almost every contemporary postmark includes a location as well as a date.

To send a letter was a very costly, while the pre-paid penny post was in place within major cities, the cost of sending a one-letter sheet under 15 miles was 4d., and up to 300 miles a shilling plus 1d., for every extra 100 miles. Rowland Hill recommended the Post Office reform in 1834, with the pre-paid Penny Post extended to the whole country, and a radical idea of an adhesive stamp. By the 10 January 1840 the penny rate was introduced for a British letter weighing less than half an ounce and had to be prepaid.



The first adhesive postage stamp was introduced on the 6 May 1840, known as the Penny Black. The stamp was cancelled with what was known as a 'Maltese Cross' in red at first and later in black in early 1841, and was used in conjunction with a date stamp often applied on the back of the letter.

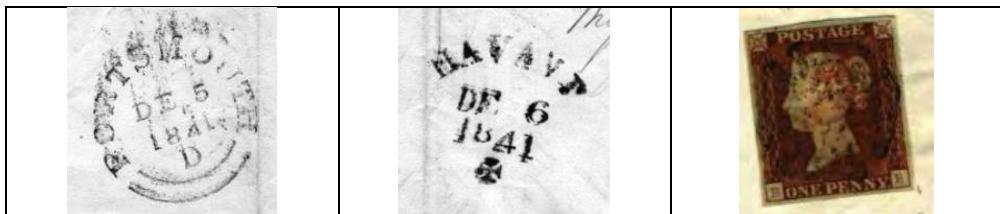
Universal Penny Postage commenced 1 January 1840. Almost every town had its own design of hand stamp. The Penny black lasted less than a year and was replaced in 1841 by the Penny Red, and remained in use until 1879.



A Penny Red used from Havant to Ireland and cancelled with a Maltese Cross.



Letter received on Christmas day 1858 to C B Longcroft, Solicitors, Havant, sent on 24 December from Bread Street London.



An unframed surveyor's traveller December 6 1841 – 1d. with a Maltese Cross cancelling a repaired Plate 5 State 2 worn letters and a scrap left margin.





In May 1844 single barred numeral cancellations were allocated to head offices in alphabetical order, Havant was given the number 344.



In 1868 Havant was sent a new handstamp incorporating the 344 number and four bars above and below the number in a vertical format, combined with a circular date side to the left hand side. In 1874. One of a different size was also sent in 1874.



In 1878 Havant was sent a new duplex handstamp incorporating the postmark and killer. This time it had three bars above and below the 344.



Edward VII postal stationery card with a Type II coat of arms cancelled with a double circle hand stamp with solid arcs. Time in full, month before date. Narrow cross ornament.





The post office was open on Christmas Day 1904 to receive and send letters



Havant skeleton postmark.



British Prisoner of War Free Mail, 31 October 1915. Letter from Havant to an internee in Holland. A red post free prisoner of war cachet has been applied.



Even though King George V had died in 1935 his stamps could still be used on this letter posted on 19 December 1967. All sterling stamps were valid for postage up to 'Decimal Day' – 15 February 1971.

# Railway Letter Stamps



2d. fee for the conveyance of a single letter by the railway. Posted at Rowlands Castle. The London Brighton & South Coast Railways perforated their stamps.

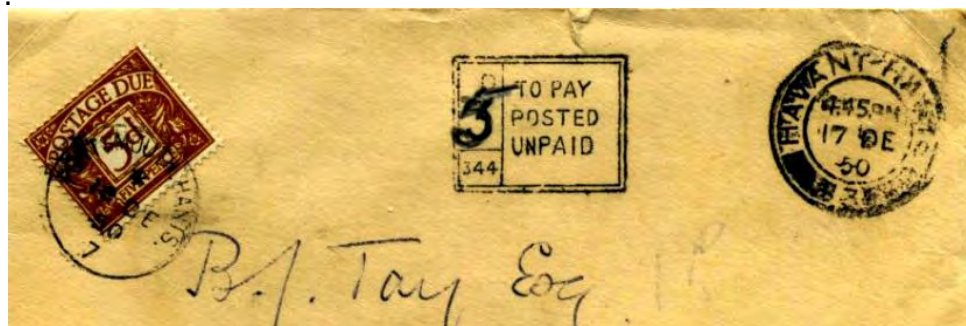


In certain circumstances the Railway companies could deliver mail more quickly than the Post Office. From 1891 until relatively recent times special stamps, called Railway Letter Stamps were issued for the purpose of conveying railway letters. The issue and use of railway letter stamps was governed by Act of Parliament because the Post Office had a monopoly for the delivery of letters. Even today some of the preserved railway lines issue their own stamps for use by tourists.

## Postage Due Stamps

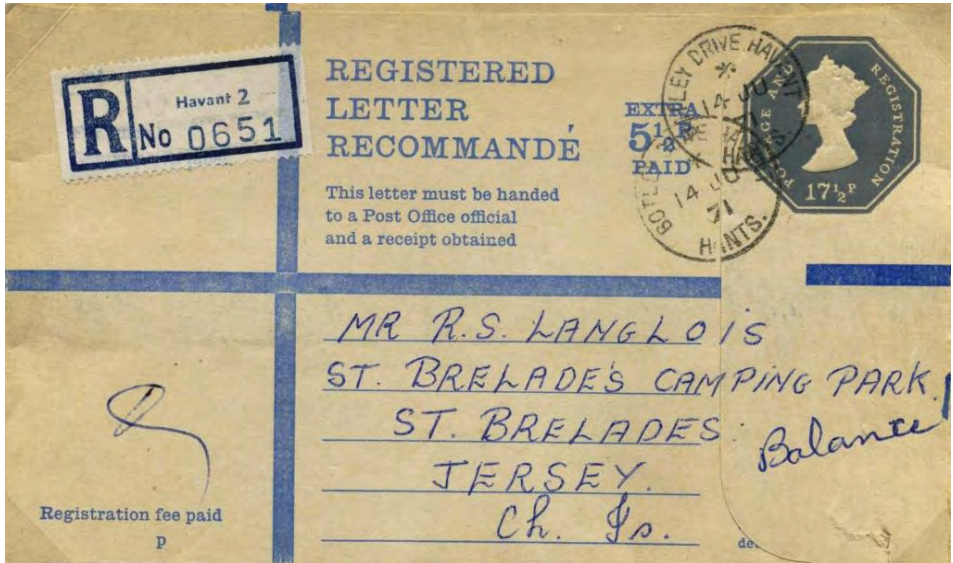


Items posted un-stamped, or not sufficient stamps, had to pay an additional rate shown by the stamps applied, which was collected by the postman on delivery.





## Registered Letters



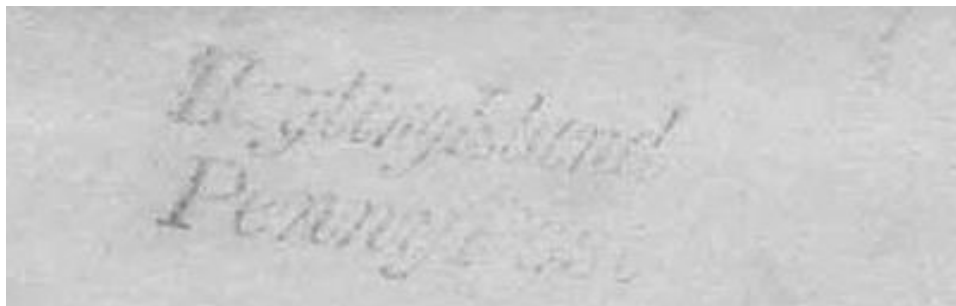
14 June 1971. Postage and Registration 17½p letter to Jersey, Channel Islands, posted at Botley Drive sub-post office. Havant registered label No. 22.



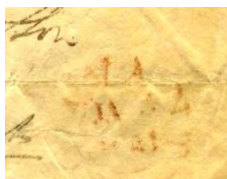
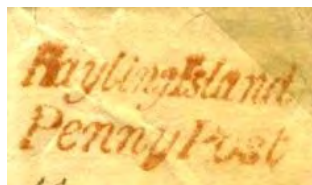
Registered Envelope to Germany, 31 August 1961.

# Hayling Island Post Marks

Lesley Marley



The above 'Hayling Island Penny Post' tow line scroll hand stamp is believed to be the earliest known example. It is on a letter dated 11 August 1838 which is a full year before the office was officially opened. It has a manuscript '10' applied.



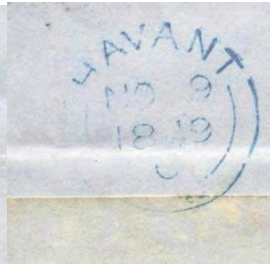
A letter from Hayling Island to Havant with a Hayling Island Penny Post Scroll in red dated 2 January 1841. Cancelled by a Havant circular dated Serif red hand stamp 3 January 1841.



Manor Road 24mm single circle time-date-year cancellation.



Over time the 'G' in Gable Head had worn and became a 'C' causing consternation in some quarters and a write up in the Post Office Magazine because Post Office Records showed no such post office as 'Cable Head'.



Hayling Island came under Havant as a sub-office.



1902 21mm circle cancel on a postcard dated 9 September 1902.



**To be produced on demand—NOT TRANSFERABLE (See Condition 7 Overleaf)**

**WIRELESS TELEGRAPHY ACT, 1949**

**BROADCAST RECEIVING LICENCE (Including Television)**

**General Form**

ISSUE FEE **£3**  
PLUS DUTY **£1**

This Licence expires on the last day of NOVEMBER 1962

TE 982371

In Block Letters { 1. M A H. EARNLEY  
of (Address in full) 'ROSECREST' MANOR ROAD  
HAYLING ISLAND

11641

(hereinafter called "the Licensee") is hereby licensed, subject to the terms, provisions and limitations set out in the Schedule—

(a) to install apparatus for wireless telegraphy  
\*at the said premises, in so far as those premises are in the occupation of the Licensee;  
\*at the following premises, in so far as those premises are in the occupation of the Licensee.....

\* Delete the inapplicable alternatives

\* in the vehicle number..... \* in the vessel.....

(b) to use the said apparatus for the purposes of receiving (i) visual images sent by television and messages sent by telephony from authorised Broadcasting Stations for general reception, and (ii) visual images sent by television and messages sent by telephony or telegraphy from licensed amateur stations.

2. (1) This clause shall apply where the Licensee occupies the said premises, vehicle or vessel in whole or in part as a private residence.  
(2) The Licensee is hereby licensed to use for the purposes stated in paragraph (b) of clause 1, whether or not in the said premises, vehicle or vessel, apparatus for wireless telegraphy consisting of one or more portable sound or television broadcast receiving sets, provided that when used otherwise than in the said premises, vehicle or vessel any such set is operated by a battery wholly contained within the set and is not permanently installed in any premises, vehicle, vessel or other place.  
(3) All members of the Licensee's family and domestic staff while in residence in the said premises, vehicle or vessel (otherwise than in a part thereof which is not in the occupation of the Licensee) are hereby licensed, subject to the terms, provisions and limitations set out in the Schedule, (i) to install apparatus for wireless telegraphy at the said premises or in the said vehicle or vessel and to use the said apparatus for the purposes stated in paragraph (b) of clause 1, and (ii) to use in accordance with paragraph (c) of this clause apparatus for wireless telegraphy consisting of one or more portable sound or television broadcast receiving sets.

3. The payment of the issue fee of £3 (less abatement of s. d.) and of the duty of £1 is hereby acknowledged.

Issued on behalf of the Postmaster-General. *[Signature]*

Office and date of Issue of the Licence

*[Circular Postmark: EASTOKE HAYLING ISLAND 11 DEC 61 HANTS.]*

1961 Broadcast Receiving Licence (Including Television) purchased at Manor Road Post Office with a single circle 14mm star-date-year hand stamp.

PLEASE SEE NOTES OVERLEAF  
KEEP THIS RECEIPT— it must be produced if you need to make a claim.

20P

*[Circular Postmark: EASTOKE HAYLING ISLAND 21 MR 61 HANTS.]*

*[Circular Postmark: EASTOKE HAYLING ISLAND 21 MR 61 HANTS.]*

Inland COD Form No.

Fee 20 p

Accepting Officer's Initials *CB.*

A single circle 24mm Eastoke Hayling Island at the top and Havant below.



The first special event hand stamp to be issued by Havant Post office.

The handstamp and the cover itself was designed, printed and produced locally. The object was to commemorate the Silver Jubilee of the Hayling Island & District Philatelic Society and to coincide with the Post Office issue of the stamps on 11 May 1977 commemorating the Silver Jubilee of the accession to the throne of Queen Elizabeth II. The 9p stamp had a different issue date of 15 June 1977 and therefore the cover was re-posted at Havant to receive the First hand stamp for this issue. Since there were no facilities at Havant to receive this hand stamp the cover was sent to Portsmouth.



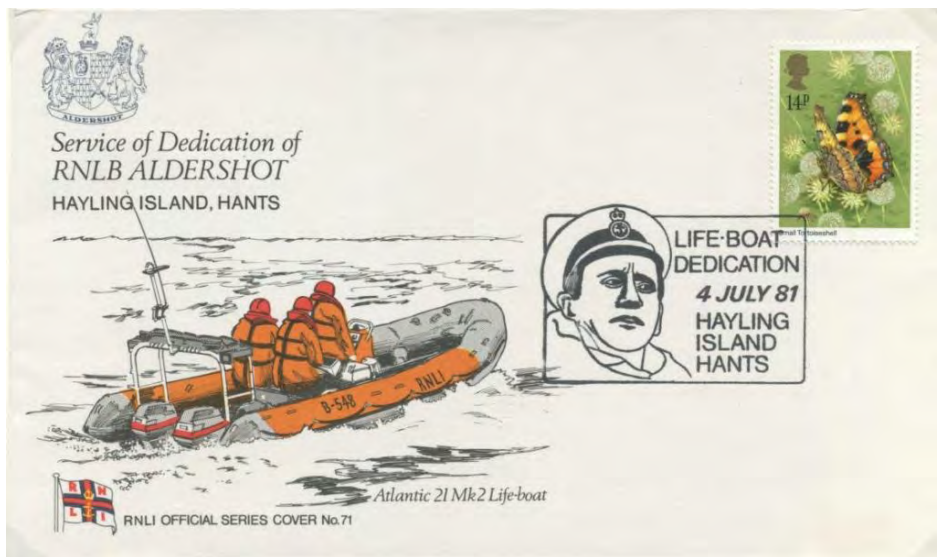
1981 Hampshire Federation Convention in Havant.

This was second occasion on which a Havant Special Postmark was issued. Both the cover and hand-stamp were designed by Rosemary Webb of the Hayling Island Philatelic Society. The cover was also issued in co-operation with the Mary Rose Project. A number of covers were signed by the founder of the project, Alexander Mckee, to assist in raising funds towards the eventual recovery of the Mary Rose.





Holiday 79 at Sinah Warren Hayling Island hosted by the Lions Club of Havant produced a First Day Cover on the 9 May 1979.



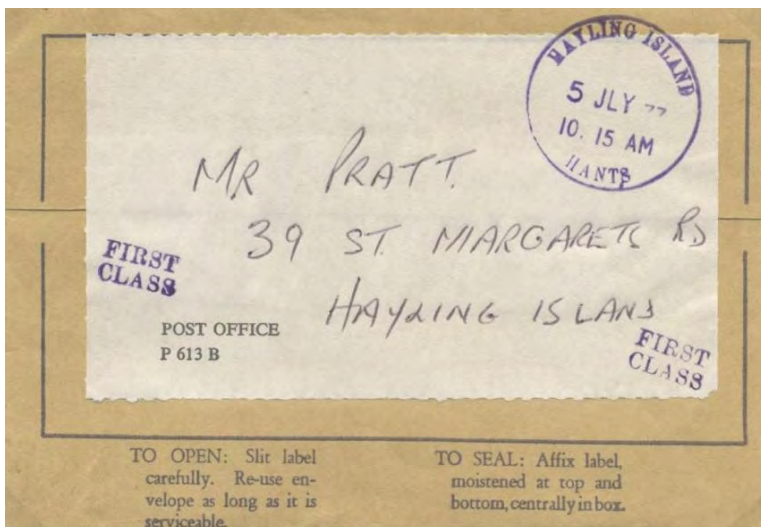
The Dedication of RNLB ALDERSHOT Hayling Island 4 July 1981. An Atlantic 21 Mk 2 Lifeboat.

## Parcel Post Labels

These labels were introduced August 1 1883 and continued in use until 1936. Often the adhesive stamp was cancelled with a type of handstamp differing from that of the date stamp.



## Economy Labels



These were introduced to encourage the re-use of envelopes.

# History of the Telegram

Charges to pay  
s. d.  
RECEIVED

POST OFFICE  
TELEGRAM

No. OFFICE STAMP  
TEMPLE EWELL  
13 JU 44  
KENT

Prefix Time handed in. Office of Origin and Service Instructions. Words.

m  
From To

receipt of written notification from  
Air Ministry no information should  
be given to the Press.  
O.P. 1132 Squadron

51-8536 MP For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form at office of delivery. Other enquiries should be accompanied by this form and if possible, the envelope 8 or 9

Since as long ago as the 1830s when British Inventors William Cooke and Charles Wheatstone devised the electric telegraph system, the breakthrough in communications which came to be known as the telegram has been responsible for reporting world-shattering events.

Telegram, telegraph, cablegram, radio telegram: evocative names which signal significant news for the recipient.

From the news of gold found in California to the discovery of a disguised Dr Crippen aboard the SS Montrose, the key witness was always the telegram.

Even today in a world saturated with instant technological exchanges, the impact made by the telegram is no less.

## Key Moments

1845 – First telegraph service opened in the UK.

1850s – The sending and receiving of messages had been dubbed 'Telegrams'

1907 – Denmark introduces the first 'artistic' telegram form.

1913 – 82 million telegrams sent in the UK.

1935 – Greetings telegrams introduced in Great Britain. For the payment of an extra 3d (1p) people could have their telegrams delivered on a specially illustrated form complete with a golden envelope.

1939 – Over 50 million telegrams sent in the UK.

1943 – Telegram service suspended due to war.

1981 – Telegram service became part of British Telecom.

1991 – New computerised telegram system (EMHS) installed.

1994-99 – LoveGram, WeddingGram, BabyGram and SantaGram introduced.

2001 – On-Line ordering is launched.

2003 – TelegramsOnline takes over the telegram service from BT.



Greetings Telegram dated 24 December 1941.

# Emsworth Postal History

By Chris Dudeney

The town of Emsworth lies on the coast road between Havant and Chichester. This is not the place to go into its history but it has been a thriving port back into the distant past. Apart from supporting a fishing fleet renowned at the end of the 19th century for their oysters as well as flat fish and mullet caught in the harbour, and whitefish and mackerel from the Channel, there was also boat building, coal and timber importing plus imports of items more easily transported by coasters than overland to say nothing of any cross channel trade, legal or illegal. All this means that there must have been need for some correspondence but in early times this would have been taken privately by carriers and sea captains or special messenger.

Portsmouth was made a Post Town around 1610 and no doubt any post for Emsworth followed the same route as that for Portsmouth. I understand that before 1558, Sir John Mason, Master of Posts, had laid the Posts between London and Portsmouth via Bagshot but on 24 April 1558 the Privy Council ordered a change of route to go by Guildford and Petersfield. However the Privy Council Minutes on 1 June 1626 make it clear that there had been a change since 1558 so that the route followed what is now the A30 through Hounslow, Staines and Bagshot to Hartford Bridge where it turned south to Alton through Hartley Wintney and Odiham, then down what is now the A3349. From Alton a branch turned west to Winchester while the main route went on to Portsmouth via Petersfield, Horndean and Cosham. Later, but before 1672, a branch was opened from Petersfield to Chichester via Harting and Lavant but I have no evidence that any mail for Emsworth followed this route and consider it unlikely.

In 1674 Colonel Witley, the deputy Postmaster General, gave the form of the Chichester route to Robert Tayer and in 1675 he closed the Portsmouth postal route through Alton and reinstituted the route down what we know as the A3. On 8 August 1785 the first Royal Mail Coach was introduced on this London to Portsmouth road and mail for Chichester and presumably for Emsworth was transferred at Portsmouth or Cosham to appropriate transport. This would probably have been a Contract Coach running as an



extension to the Mail coach advertised in the Bath Chronicle in October 1785 as travelling to and from Bristol, Bath and Portsmouth in 15 hours with an extension through Havant to Chichester. This is said to have been the first Cross Post to be taken by coach. A similar arrangement probably pre-dates this as the Cosham-Chichester Turnpike opened in 1762 and Ken Smith shows that Cosham was a Post Town by 1695.

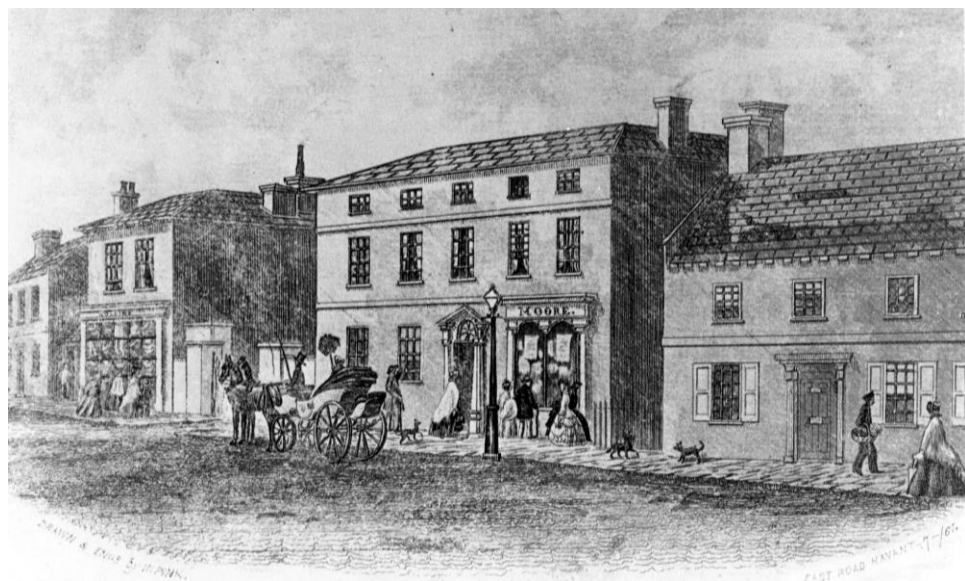
As Havant was a Post Town by 1787 one would have expected Emsworth mail to be routed through it but curiously this does not seem to have been the case. In 1797 we find the inhabitants of Emsworth complaining to Surveyor Bartlett that although the Portsmouth to Chichester coach passed through daily, letters for Emsworth were only being forwarded from Midhurst three times weekly. It seems that in September 1797 the mail for Chichester left the Portsmouth Royal Mail coach route at Mousehill (Milford) and proceeded as a Horse Post through Haslemere to Midhurst and on to Chichester. From correspondence between Bartlett and Francis Freeling, then Secretary to the Post Office, it is clear that the Emsworth bag also took this route to Midhurst leaving Midhurst three times weekly to go via Elsted, South Harting, Compton, West Marden and Westbourne to Emsworth. In fact Ken Smith shows Compton under Midhurst in 1793.

Freeling agreed with Bartlett that letters for Emsworth should be sent to Havant and left by mail coach as it passed through Emsworth giving inhabitants a daily post and from 11am to 5pm to answer instead of from noon to 2pm three times weekly as heretofore. As a result of this action the route from Midhurst was closed down as was the receiving office at Elsted which did not reopen until 1897. A 'ride' was established three times weekly from Petersfield to Harting, Uppark, Compton and West Marden which eventually became the daily Petersfield Penny Post. Westbourne received its letters from Emsworth.

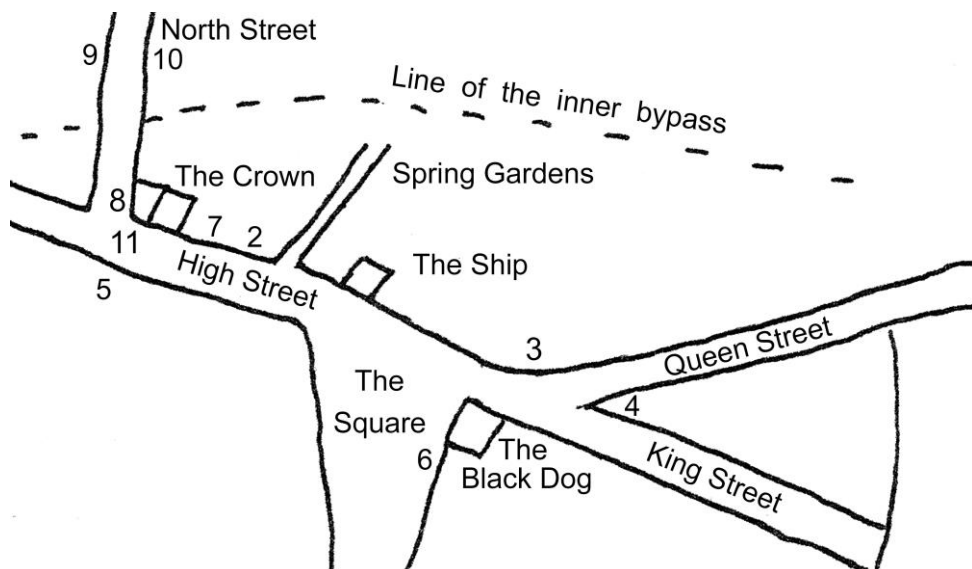
Emsworth became a Post Town by 1801 and the next major event would have been the arrival of the London, Brighton and South Coast Railway, extended from Chichester to Havant in March 1847. As in other areas this would soon have led to the transfer of mail from road to rail and the demise of the coaching service. The mail could then be brought down from Victoria and in January 1859 the Waterloo to Havant line was completed giving the Post Office an alternative mail route.

There have been at least ten sites of the Post Office in Emsworth, assuming that there must have been [1] a Receiving House prior to 1801 and this was likely to have been one or other of the coaching Inns which were The Ship and The Black Dog (also known as The Smugglers) although I have always felt that the main hotel in Old Emsworth, The Crown, was a likely candidate. Perhaps further research will clarify this. Then in 1821 we know that the Postmaster was John Stride, with premises [2] located between The Crown and The Ship. By 1841 the Postmaster was James Cobby with premises [3] on the corner of Queen Street and High Street, and by 1844 he had moved [4] across the road. In 1861 we learn that James Cobby had moved once again [5] to the south side of the junction of High Street and West Street opposite the present Co-operative stores. Then in 1856 James Cobby moved again [6] this time to The Square near The Black Dog, probably where the Tandoori Takeaway is now. In 1871 John Messum is shown as Postmaster but still in The Square, but by 1881 the Postmaster is Frederick Lockyer at a site [7] between The Crown and Spring Gardens in High Street. Next [8] was where the Co-operative Stores now are and in 1889 and 1890 Emily Mitchell is shown as Postmistress but in 1893 Frederick Borrow took over on the same site. In 1903 Sarah Bell is shown as Postmistress in [9] North Street by the Fire Station although the foundation stone of the purpose built premises shows that it was laid 24 September 1906. The counter here closed on Saturday 10 February 1990 despite the protests of local people but I believe a local sorting facility remains at the back of the premises and the counter area still seems unused. On Monday 12th February 1990 at 8.30 am a post office counter opened [10] in 'One Stop' at 17 North Street directly opposite the old post office and one had to queue alongside the frozen food cabinets to reach one of three counter positions. When Tesco took over the One Stop store in 2005 they decided they did not wish to retain the Post Office so it moved to the Co-operative Stores at [11] roughly in the same position [8] it was in the 1890s.

I have to admit that there is not a lot of original research involved in the foregoing but I have collated various sources of information among which I acknowledge Lt Cdr Sinfield's *The Post in Portsmouth*, Brigadier GA Viner's *Postal History of Chichester* and Ken Smith's listing of the relevant post office



The Post Office, High Street, Emsworth, 1861. (Location 5.) The name on the fascia is 'Moore'. The building and shop, a newsagent, are still there. An engraving by William Pink.



The numbers denote the Post Office sites from the text.



dates. So far as the sites of the Post Offices are concerned I acknowledge the work of Mr Roy Morgan who mounted an exhibit on the subject in the splendid little museum over the Emsworth Fire Station. It will be noted that the dates of the various post offices are approximate as they have been extracted from local directories. Finally there are various members of local Philatelic and Postal History Societies too numerous to mention individually whose knowledge and encouragement is always available to me. Despite all acknowledgements I must accept that any errors are mine alone.

## Emsworth Postal Markings

by Chris Dudeney

I have not seen any letters to or from Emsworth prior to 1801 when it was made a 'Post Town' although no doubt some exist but presumably any markings would not be given at Emsworth.

The first marking is Willcocks Type 8 (HA 339) the undated horseshoe of about 25mm diameter in black listed only for 1801.

Next is Willcocks Type 29 (HA 341) the straight line Emsworth with boxed 71 mileage mark below, 35 x 11mm in black listed in use between 1802 and 1827.

The next item is the same as the second but with the mileage mark erased so that it is 35 x 4mm in black and listed in use from 1833 to 1838.

Type 8 – HA339



Type 29- HA 341



Then we have a series of Willcocks Type 16 (HA 345) rimless dated circular handstamps with two arcs and (usually) a code letter breaking the inner arc. They are all shown as 29mm diameter. Firstly the mark is shown in black for the period 1839 to 1847 and Willcocks states that a code was inserted in the

arc before 1847. I have never seen an example before 1847 and so all the examples I have seen contain a code letter A, B or C. Secondly the mark is shown in Red for the period 1841 to 1842. Again I have not seen an example so cannot confirm whether or not it shows a code letter. Presumably the black markings do not exist during the red period.

Thirdly, Willcocks shows this mark in blue in 1857 but I have one dated 8 July 1850 with an inverted code B so this extends the usage period for the blue markings back towards 1847 the latest date for the black markings. My examples are:-

Type 16 – HA 345

FE 10 1847 Code C Black

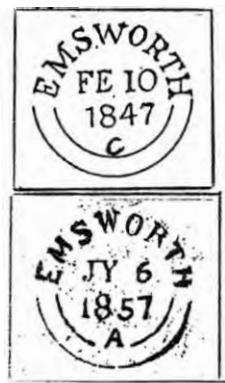
SP 14 1847 Code B Black

JY 8 1850 Code B (inverted Blue)

FE 6 1857 Code C in Blue (or Greeny/Black)

JY 6 1857 Code A Blue

AU 7 Code B in Blue



Willcocks also records a Type 18 (HA 347) which I think of as the earliest type of Skeleton or Traveller and indeed is recorded as such by Mackay. It normally has the name in an arc above with the date in two lines partly within the arc and below that there is a cross or code. Willcocks records this without the cross or code and so gives its measurements as 30 x 18mm. Willcocks shows it in black but the more recent Mackay has it in red used on 1 December 1841.

This ends Willcocks interest but, of course, postal markings continue.

In 1844 Emsworth was given the Post Office number 277 and received a single obliterator of the normal type of a horizontal oval with three bars above and below the number. My latest usage for this handstamp is 23 July 1868.

Next we have a duplex obliterator which is the three bar vertical oval type. I have recorded this from 30 October 1884 to 21 November 1898 with Codes C, D and F and from 21 June 1903 to 5 November 1907 with the time.



Emsworth did not have a squared circle postmark - at least none is recorded in Cohen nor did it require a Rubber Date Stamp. The next type therefore is what is known as the Dulwich type Double Circle Date Stamp and it breaks down into at least three sub-types all with time, date and year in three lines. From July 1905 to December 1926 I have recorded this mark with EMSWORTH at the top, a cross at the bottom and two thick side arcs. From March 1928 to August 1930 EMSWORTH was at the top with HANTS below separated by two short thick arcs and lastly from August 1931 to December 1945 we have EMSWORTH HANTS taking up two thirds of the space between the circles with 4 below between two very short thick arcs.

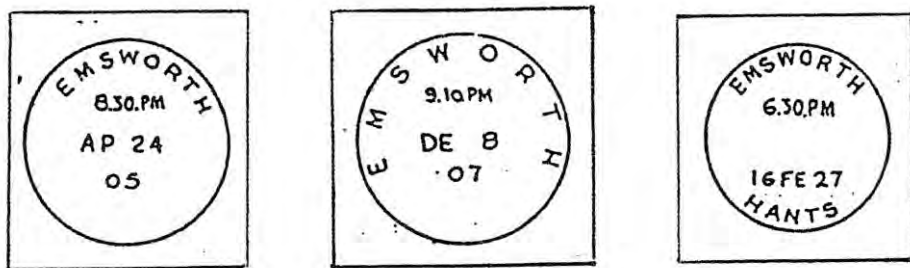
#### Dulwich Type



So far we have not referred to Single Circle Date Stamps of which there appear to be two main groups - Skeletons and Back Stamps or Counter Stamps. Mackay records five Skeletons mostly submitted by John Button except the last which is in doubt:-

- 1 31.5mm Type 11 – 19 April to 23 May 1905 (EMSW1905)
- 2 31.5mm Type 11 – 3 December to 8 December 1907 with spaced lettering (EMSW1907)
- 3 20 April 1909 – (EMSW1909)
- 4 28.5mm Type 16 – 16 February to 2 March 1927 (EMSW1927)
- 5 Type 11 – 3 December 1927 suggested as an error for 1907

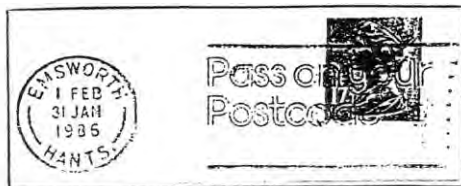
One likes to try to understand the need for the introduction of a Skeleton Hand Stamp – usually because the one in use has been lost or damaged. The first one might have fitted between the Duplex and Dulwich types if it was not for my last Duplex which is clearly 1907. Similarly with the second one except that I have a record of 9 Dulwich types before December 1907. The fourth type in 1927 does fit between the first and second Dulwich types. Obviously scope for further research.



From November 1858 to December 1913 I have copies of Single Circle Date Stamps 19mm diameter with EMSWORTH around the top half and code, date and year in three lines. The codes I have are A, B and E. These are backstamps either used in conjunction with the 277 obliterator on earlier items or used as an arrival mark on later items. The one for December 12 1913 is on a Parcel Post form and has no code. In addition I have a 20mm diameter SCDS with an unclear time and dated 23 December 1914 which has been used to cancel the stamp. This may be explained because it was on a card posted in Hambrook where the Post Office opened in 1912 under Emsworth. Perhaps it was missed at Hambrook at this busy time of the year and found at Emsworth where the SCDS was applied instead of the DCDS –

after all there was a war on. I also have various 23/24mm SCDS used as Hand Stamps in recent times on bills and postal orders paid at the post office in Emsworth.

I intend to stop at this point ignoring all modern machine and slogan postmarks used at Emsworth until my collection and my knowledge is more complete. Except for one personal item. On 31 January I collected a sick note from my Doctor and immediately posted it off to my company. It received a machine cancellation with the slogan 'Pass on your Postcode' dated Friday 31 January 1986 correctly, but with the time replaced by a further date slug for 1 Feb. To compound matters when it was received on the Monday the post desk stamped it 3 January having forgotten to change the month on their stamp.



I hope that the above is of some interest to readers and I would be pleased to hear of any additions or corrections to this listing which I am aware is probably incomplete. My excuse is that I am told that it is better to publish rather than to continue to wait for more information and so deprive fellow postal historians of what has been achieved to date.

## Additional Notes by Dr Margaret Rogers

The first recorded Emsworth Post Master was John Stride in 1821 who set up (or was set up) in business in premises located in the High Street between The Crown (re-named from The Three Crowns in 1788) and The Ship (est. 1718).

From censuses, the Post Office Directory of Hampshire and other documents I obtained the following information:

A man called James Cobby was Post Master in 1841, 1844, 1861 and 1865. By 1871 John Messum had taken over and by 1881 it was Frederick Lockyer and in 1889 we had the first lady Post Mistress – Emily Mitchell; 1893 – Frederick Borrow; 1903 Sarah Bell; 1911 – Richard Mann.

The location of the premises is quite interesting – the Emsworth Post Office seems to have moved around quite a lot. In 1821 (as mentioned) it was between The Crown Inn and The Ship and it stayed there at least until 1841. In 1844 it was opposite the corner of Queen Street and High Street. By 1861 it was at the junction of High Street and West Street but by 1865 it was near The Black Dog (est. 1711, now an Indian Restaurant) in The Square and John Messum was still there in 1871. The next census in 1881 shows it between The Crown Inn and Spring Gardens. In 1889 and 1893 it was sited in an earlier Co-operative building on the site of the one we have now in the High Street (we have a photograph of this in Emsworth Museum). Then in 1903 it moved to custom-built premises in North Street between the Fire Station and shops, under Post Mistress Sarah Bell; in 1911 Richard Mann took over (in the same building). By 1990, although the sorting office at the rear and parcel-collect office at the front remained in the original building, Post Office counters moved over the road to One Stop, staying there when Tesco Express took that business over. Its last move (so far) has been to come back over the short by-pass in 2005 to the second Co-operative building in the High Street, where it has recently been refurbished.

There was, of course, a support structure of letter carriers, telegraph and rural messengers, clerks and other postmen. Edward Fielder started work at Emsworth Post Office in 1868, and when he later became rural postman he had a round of some 22 miles, visiting Westbourne Post Office, Walderton Post Office (leaving post there for Racton, Walderton and Stoughton), West Marden, Forestide and ending at Lumley. Special bicycles were provided for rural postmen and messengers. Trolleys were provided for parcel deliverers (there is one in Emsworth Museum).

Like all Post Offices, Emsworth Post Office prided itself on its reliability and it was uniquely only after seven days of deep snow in December 1836 that the mail failed to be delivered.

By 1894 the duties of an Emsworth Postmaster or mistress were quite onerous, with weekday working hours which stretched from before 7am up to 10pm and some Sunday duties. A full range of their dispatches, deliveries, parcel dispatches Post and Money Orders and Saving (sic) Bank business and other services was advertised in the Emsworth & District Almanack (1894).

# Emsworth's Visiting Dentist at the Post Office

Wendy Bright

*"Mr Malleson, DENTIST and CUPPER, (of the late firm of Heywood and Malleson, London.) in respectfully soliciting the patronage of the inhabitants of Chichester and its vicinity, begs to assure those who favour him by their notice, of his best endeavours , being at all times used to merit their approbation.*

*ARTIFICIAL TEETH supplied, and the regulation of Children's Teeth that important requisite to their future preservation and beauty of appearance, carefully attended to.*

*EXTRACTION is on the usual terms, and all other operations on the TEETH at an equally moderate charge.*

*CUPPING. This operation, which, when properly performed, is attended with but little pain and rarely exceeds ten minutes in duration, is highly beneficial in all complaints of the head, arising from fullness of blood, such as pains, heaviness, swimming, giddiness, &c, the usual forerunners of apoplexy and paralytic attacks.*

*Terms for Cupping at home.....3s. 6d.*

*Abroad in Chichester.....5s. 0d.*

*Out of Chichester according to distance.*

*Mr Malleson will attend at Mr Stride's Post Office, Emsworth on Thursday 23rd May, from eleven till three, and every alternate Thursday at the same hours.*

*Hampshire Telegraph, 20 May 1833*

Mr Malleson was to use a room in Mr John Stride's Post Office. At that time the Post Office was situated somewhere between The Crown and The Ship on the High Street in Emsworth. He aimed to visit this temporary surgery every two weeks for four hours every other Thursday to treat patients. The Post Office in Emsworth was established on 23 December 1829 and John Stride, a professional librarian, was appointed Emsworth's first Deputy Postmaster with a 'bond' of £300. The letters arrived every morning at 8 a.m. and departed every evening at 6 p.m. In 1834 he was dismissed and replaced by James Cobby.

# Emsworth Post Marks

Lesley Marley



3 bar vertical oval duplex postmarks and a single ring skeleton.



1844 3 bar oval.





*Nature of a Letter*

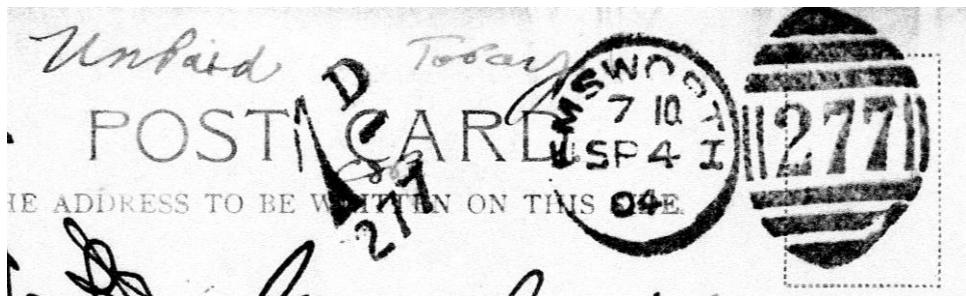
**Contrary to regulations**

**277**

*Mr. Foster*



Nature of a letter as it was an envelope not a post card for which 1d. was the correct rate.



GB (Hants) 1904 postcard to Southsea sent unpaid with despatch of Emsworth/277 duplex and charge mark 1D/277 both in black.



This cover was sent to the Emsworth Postmaster for cancelling and sending back cancelled with the 277 postmarks which means it was 'Posted out of Course'.



Red cancellation without the time.

M. O. & S. B. – Money Order and Savings Bank.



This cover was cancelled by a Krag machine which produced a continual impression across the envelope or card.

*Emsworth* **24** M.—No. 120.

COUNTERFOIL.  
(Coupon.)  
Stamp of Office  
of Origin.  
(Timbre du bureau  
d'origine.)

Name and address of sender.  
(Nom et domicile de l'expéditeur.)  
*Capt. A. H. Wain*  
*Waverley*  
*Or. Plymouth*  
*Devon*

Insured value (Valeur assurée)  
£ *100* Fcs. *100*  
(To be filled up only in the case of insured parcels.)

Name and Address of Addressee  
*Dr. J. H. Wain*  
*Chatsworth*  
Place of destination (Lieu de destination) *Davos Switzerland*

Exact weight of Insured Parcels. (Poids.)  
kg. g.  
kg. g.  
kg. g.  
(To be filled up at Office of Exchange.)

Route to be followed : (Acheminement :)  
*France*

Impression of seal used to close the parcel.  
G & S 268r 10/98—[3629] 570m 6/91

15 December 1908. Despatch note for parcel mailed to a sanatorium in Davos, Switzerland, with manuscript label 'Emsworth' at top and fine Emsworth – MO&SB cds in black. Green Swiss customs cachet of arrival. Scarce.



The Royal Mail donkey cart just passing the former Good Intent public house in Westbourne.





The Emsworth Royal Mail handcart used for parcel deliveries and taking mail to and from the railway station. Also the sign from Thorney Road Sub-Post Office, which opened in 1930 and closed on 26 April 2000. There was also a Sub-Post Office in the Thorney Island Camp which opened in May 1943 and closed on 26 April 2005. *Emsworth Museum.*

## Leigh Park



The first Leigh Park sub-post office opened in the News Agency in Park Parade in December 1955 and closed when the Crown Post Office was opened in 1957. There were sub-post offices at Botley Drive, which opened in

1953, and Sharps Road, which opened on 1 November 1965; they both closed on 12 February 2008. The Warren sub-post office opened in 1973 and is still open in 2015.

## Rowlands Castle Post Office



Rowlands Castle Post Office and Telegraph Office, early 1900s. It looks like a postman standing outside.

Rowlands Castle Post Office came under Havant and opened in August 1854. It became a Money Order and Savings Bank in October 1855 and a Telegraph Office on 13 July 1886 with the call sign RLC. Rowlands Castle became a Post Town in 1929.

Postmasters and premises: 1858-1874, Samuel Rook; 1878, Samuel Rook at Rook's Stores; 1907 census, Francis W Rook Postmaster and Grocer; 1907, Bertram and Henry Rook; 1921, Joshua Henry Rook retires; office moves from Rook's Stores to Myrtle Cottage; original postmistress Mrs Boulton who took over the telephone exchange in Beechwood House; 1935, Ray Burgess (not sure where, Myrtle cottage, Lloyds Bank), F O'B Adams 2 June 1936, office moves in to Lloyds Bank building, 1 January 1945, office moves

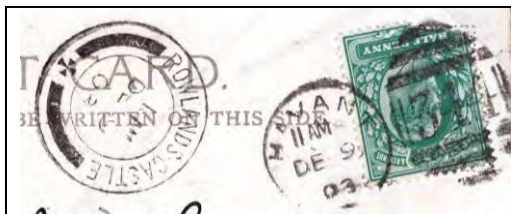
to 11 The Green; 9 February 1960 to January 1975, Roland Stoves, 1975 D M Lilley; 1978 to 12 April 2006, Graham Griffiths. The office then closed for a period but re-opened in October 2006 in the Rowlands Castle Hardware Stores at 11 The Green.

Roland Stoves' daughter, Pamela Coles, recalls there was small delivery office at the rear of the Post Office which received and despatched mail three times a day to either Havant or Portsmouth. There were two postmen named Wally Powell and Dougie Marrant and a postwoman who, she believes, had the surname of Pitt. Between them they delivered the mail and emptied several pillar boxes; when one was on holiday a relief was sent from Havant. They also took the last mail of the day to catch the 17.50 train to Portsmouth.

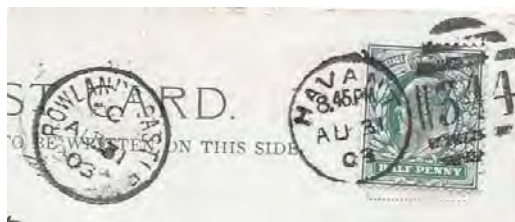
It is not known when the delivery office was established but it closed in 2006 and the work transferred to Havant.



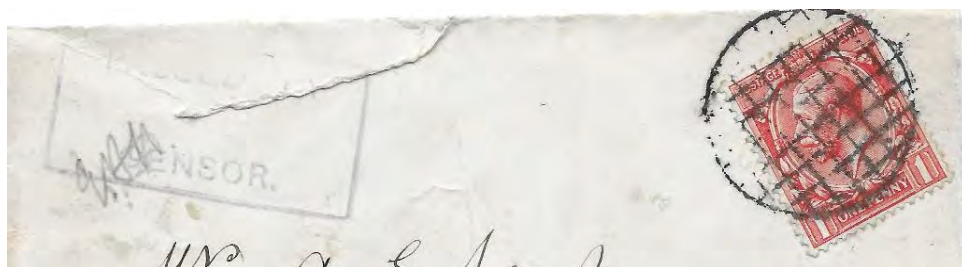
1985. Photograph taken shortly before the removal of the telephone kiosk.



9 December 1903, cancelled with 3 bar Duplex Havant, with Rowlands Castle double circle hand stamp with solid arcs.



Originally Rowlands Castle was not permitted to cancel the stamp themselves, this could only be done after the post was sent to Havant. Then the procedure was reversed and later still Havant stopped stamping.



A letter from Havant to Rowlands Castle 20 July 1915. Top left hand side has the censor square mark and on the right hand side is what is sometimes known as a Dumb Postmark.





First Day Cover with 27mm outer ring postmark with 16mm inner ring.

## Revolutionary Post Office



*Rowlands Castle's revolutionary post office will be the model for 400 others across the UK, Britain's counters boss announced on a visit to the village.*

*Richard Dykes, managing director of Post Office Counters Ltd, called in to see for himself how the revamped sub-post office run by Graham and Diana Griffiths was faring.*

*The new-look business features bank-style open counters, dispensing*



with the traditional, heavy glass screens and introducing cash dispensers.

Mr Dykes was meant to cut the ribbon at the official opening of the village green sub-office last month, but was unable to attend.

He made up for it by dropping in at the office for a two-hour visit, where he announced he wanted to develop at least 400 new-look sub-offices by the year 2000.

"We want to begin a radical facelift to create a smarter and more friendly look to our sub-post offices to improve the environment for our customers, he said. Trials showed customers found the offices less crowded and more private because they did not have to talk through screens. Queues also speeded up."

Mrs Griffiths said "the new-look office was pulling in curious visitors as well as customers. It's always busy, but we've been busier than we normally would have been. It's definitely an attraction. A lot of people come to see what, it's all about. It's a lot nicer to work in".

Ian Barnard, *The Evening News* 1 January 1985



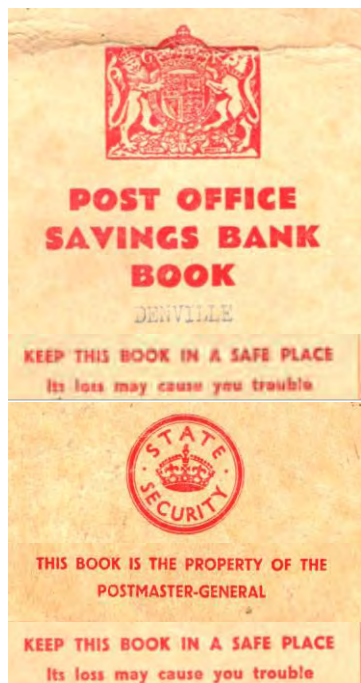
Comic post cards.

## Forestside Post Office



The Post Office at Forestside Stores opened on 12 February 1930 (*Post Office Circular*) under Emsworth. It was administered by Rowlands Castle and closed in 1977.

## Denville Sub-Post Office



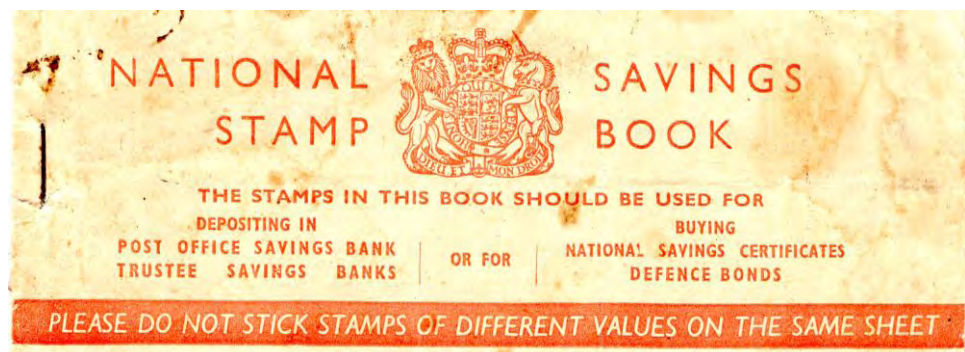
Post Office Savings Book issued to Doug Clayton at the Denville Sub-Post Office. The office opened as Denville Estate Sub-Post office in 1895. It was renamed Denville on 16 January 1900. It closed in 1938 when the postmaster, Mr Clayton Snr had a dispute with the Post office and ordered them to remove all of their equipment immediately or else he would dump it on the pavement.



# National Savings and Investments

National Savings and Investments was founded by the Palmerston government in 1861 as the Post Office Savings Bank, the world's first postal savings system. The aim of the bank was to allow ordinary workers a facility *to provide for themselves against adversity and ill-health*, and to provide the government with access to debt funding. As an example, savings certificates were issued in World Wars One and Two to help finance the war effort.

The National Savings scheme was originally established in March 1916 partly to fund the Great War. Originally ordinary postage stamps were affixed to a card up to the value of 15/6d and when completed exchanged for a War Savings Certificate (paying 5% interest!). Later that year dedicated savings stamps were issued and continued until 1976.



1941



1944



1949



1920



1968



1973



1954



1942



1954



1951



